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LONDON AND PARISIAN

MANUFACTURERS.

A. S. WATSON & CO.

LIMITED,

THE HONGKONG DISPENSARY.

QUEEN'S ROAD CENTRAL.

MARRIAGES.

On the 28th October, at the Peak Church, by the Rev. F. T. Johnson, M.A., J. H. HASTINGS, of the firm of Dancer & Hastings, Solicitors, to Dorothy Edmunds, daughter of H. W. Edmunds, of Grey Friars, Edgimston, England.

On the 28th October, at the residence of Mr. and Mrs. W. Meisel, of Victoria View, Kowloon, by the Rev. Pastor Krieger, ELMARIE TRUMP, of Bremerhaven, to LUDWIG PAUL GLISMAN, of (Hamburg) Saxony and Hongkong.

On the 28th October, at St. John's Cathedral, by the Rev. E. J. Hardy, GEORGE WILLIAM CYRIL, son of the late Rev. EDWARD PRIBERTON, R.N., to KATE ISABEL, daughter of the late FREDERICK WILLIAM HOPPER.

The Daily Press.

HONGKONG OFFICE: 14, DES VEXES ROAD, CL.
LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, 30th October, 1901.

THERE can be no doubt that France has now realised that in the possession of Indo-China she has a property with great potentialities. It may be assumed that, apart from the efforts of that remarkable man M. Doumer, recent events in the Far East have opened her eyes to the necessity of making use of what she already has if she is to play an important part in the anticipated exploitation of China. The ambition is a very legitimate one, and under certain conditions will be beneficial to the Eastern world. These conditions, it may be briefly stated, are abstention from rapacious political and geographical expansion, bringing France into conflict with her neighbours, and a substitution of commercial expansion, to the advantage both of France and of these neighbours. Hitherto French policy in Indo-China and Southern China has been marked by unwarranted aggressions, followed by no reasonable efforts to turn to profit the territorial gains. If this policy is to be pursued the result can but be disastrous ultimately. The dreams of the wildest French colonial expansionists seem to include the complete annihilation of Siam and the extension of French influence eastward to Canton and north-westward to Szechuen, deliberately bringing the British and French boundaries into contact. This, it may safely be asserted, could only take place if the British Empire reached that state of decadence, which its enemies pretend to foresee coming on it. Such geographical expansion, however, is certainly not desired by the non-official residents of Indo-China, the wisest of whom have for years been protesting against the neglect of the solid advantages offered by an exploitation of already acquired land in the pursuit of shadowy empires beyond it. Land-grabbing does not appeal to the merchant, who sees

his government caring nothing for the development of resources ready to hand which would enable him to become prosperous. And the merchant certainly has common-sense on his side.

However, as we have said, France seems to be turning her attention to the potentialities of her present Indo-Chinese empire. Recently the Press of Indo-China reported that the last word has not been said about the Yunnan railway scheme, to which it is proposed to devote seven times the revenue of the whole of Indo-China. It seems certain at least that a Commission of Enquiry is coming out, but whether it will consider the whole question of the railway or merely the question of routes cannot yet be said. If our Southern contemporaries are not misinformed, the anti-Doumer party, if we may call it so, has managed to make itself heard at last in Paris, and now that the effects of the Governor-General's visit to France have somewhat worn off, his ideas are being a little more carefully discussed. This may be so. It will doubtless be to the eventual profit of Indo-China if it is, for, clever man as is M. Doumer, his relations with the extreme expansionists are too close to make him a safe autocratic ruler. His term of office has so far seen little enough done for the welfare together of the colonies which he administers. The concentration of the Government departments at Hanoi may be a step in this direction, but it is admitted on all hands that there is a grievous lack of railway intercommunication between the different parts of Indo-China, and the want of any deep-water harbour is still commented on. Those who cry out most strongly against the Yunnan scheme would gladly see railway extension with the limits of Indo-China itself. A wide field lies open before a Governor-General who prefers to turn to profit France's unexploited colony in South Asia instead of seeking ever to increase its size.

North of Indo-China the newly acquired territory of Kwanchauwan offers further scope for French industry. The latest reports indicate considerable activity. Our contemporary *L'Avenir du Tonkin* comments on the success of the efforts made to develop the place, and says that daily Kwanchauwan attracts a larger portion of the trade that used to go to Pakhoi, Yu-lin, and neighbouring regions. "Petroleum in particular," says *L'Avenir*, "tends to pass through our new French port, and opium only goes to Pakhoi in very small quantities, in consequence of being able to enter Kwanchau free of duty. In the last quarter of 1900 there was a drop of 46 per cent. in opium arrivals at Pakhoi, and it can be foreseen that in a short time all the opium destined for Kwangsi and Kwangtung will pass through Kwanchauwan." The *Hanoi* paper goes on to point out that while the port develops, the French commercial situation in all the regions washed by the waters of the Gulf of Tonkin grows stronger. The settlement at Kwanchauwan has brought about the establishment of a regular fortnightly mail service between Haiphong and the new port, and the connection is coming closer and closer. "If one day, as is suggested," concludes *L'Avenir du Tonkin*, "a railway is built running from Kwanchauwan to Kwangtung province, French influence in these regions will be great; but already 'happy results have followed our installation at Kwanchauwan.' Not only France, but all other nations interested in South China trade would rejoice at the exploitation of the Southern provinces, provided that French policy is not corrupted by the land-grabbing instinct and the exclusion as far as possible of all other than French trade. France's activity will be welcomed just so far as it is marked by the comity due to other nations which has been lacking in past French administration in Indo-China. This is a fact to which at least the non-official French residents in Indo-China are fully alive. The officials, however, are either wilfully blind or abnormally dense. They have at least the spectacle of an extremely valuable but practically undeveloped group of colonies to show them the folly of the past régime.

H.M.S. *Sandpiper* went into dock at Kowloon yesterday.

We have received a copy of the revised prospectus of that invaluable institution, the Hongkong College of Medicine for Chinese.

The U.S. gunboat *Princeton* arrived yesterday from the Philippines and the British transport *Muttra* from Taku. The British transport *Uria* left for Calcutta.

A steam water and cargo-boat for service in the Philippines was launched on Monday from the engineering and shipbuilding works at Kowloon of Messrs. W. S. Bailey & Co. Another vessel for the same service is now under construction. The work is being supervised by Messrs. Goddard and Douglas.

Messrs. Lamke and Rogge notify us that they are in receipt of a letter from Messrs. W. G. Hale & Co., of Saigon, to the effect that quarantine regulations against Manila have been taken off. This is the last port against which the Saigon Government has imposed quarantine.

H.M.S. *Albatross* was the only warship in Amoy on the 28th inst.

The Hongkong Football Club has arranged the following fixtures:—Saturday, November 4, 4.15 p.m.; Monday, November 6, 4.15 p.m.; Tuesday, November 7, 4.15 p.m.; Wednesday, November 8, 4.15 p.m.; Thursday, November 9, 4.15 p.m.; Friday, November 10, 4.15 p.m.; Saturday, November 11, 4.15 p.m.; Sunday, November 12, 4.15 p.m.

We were not quite correct in stating that the A.D.C. had determined not to put on any dramatic entertainment during the Interport Cricket Week. The Club abandoned the idea of staging Pinero's *The Deacon*, but they will start the programme at the City Hall with a one-act farce by William Brough called *Tyring It On*. The casts will include, Messrs. C. H. P. Hay, G. H. Ardson, Capt. Hudson, I.M.S. Mrs. Cumming and Miss Hutchings. After this has been digested there is to be a musical show of various comic songs, "darker" choruses, etc., on the lines of a nigger minstrel show, in fancy costume, with a regular set scene; a certain amount of local "grip" will be introduced. Mr. E. Gumpert is stage-managing.

According to the official report of imports made by the U.S. Customs at Manila for the period of one year from 1st October, 1900, to 1st October, 1901, the following quantities of beer were imported into the Philippine Islands:—

	Barrels	Cases
A. B. C. Bohemian	34,084	1,040
Schlitz	17,377	—
Anheuser	6,853	—
Pabst	6,824	—
Lemp's	6,384	—
Wiedemann's	4,853	—
Wieland's	510	—
Spanish	1,478	—
Miscellaneous	1,060	—
Totals	79,223	1,040

The Americans seem to be heavy consumers of what may now be considered their national beverage.

A Parliamentary paper issued on the 28th ult. gives the following "further return of numbers of persons in the camps of refuge in South Africa, August, 1901," in continuation of the previous return. The figures are:—Natal, white, 342 men, 928 women, 1,570 children; coloured, 18 men, 28 women, 35 children. Cape Colony, white, 31 men, 82 women, 257 children; coloured, 3 women. Orange River Colony, white, 5,826 men, 13,381 women, 24,415 children; coloured, 3,495 men, 9,724 women, 17,140 children. Transvaal, white, 10,496 men, 22,036 women, 25,983 children; coloured, 695 men, 394 women, 740 children. The grand totals are 105,347 whites and 32,272 coloured people. The deaths numbered 1,375 whites and 467 coloured. A severe epidemic of measles was prevalent in the larger camps.

An enquiry was held at the Harbour Office yesterday, before the Hon. Commander R. M. Rumsey, R.N., Harbour Master, into the circumstances connected with the collision on the evening of the 22nd inst. between the steam launches *Cheong Ching* and *Sin Taihoo*. The evidence of the coxswains showed that the *Cheong Ching* was crossing from Yumai to Hongkong, and the *Sin Taihoo* from Queen's Statue Wharf to Stonecutters' Island. The collision took place in the middle of the harbour near the steamer *Gadic*, and damage to the extent of between thirty and forty dollars was done to the *Cheong Ching*. The finding of the Court was that the collision was brought about by the *Cheong Ching* passing too close to the *Gadic* and not keeping a sufficiently good lookout. Both coxswains were warned.

Yesterday at St. John's Cathedral, Mr. Cyril Pemberton, of the China Fire Insurance Company, was married to Miss Kate Isabel Hopper, the Rev. E. J. Hardy, military chaplain and author of *How to be Happy Though Married*, performing the ceremony, and Mr. George Lamont presiding at the organ. The bride looked charming in her attire of *crepe de chine* over soft white satin, trimmed with *appliqué* lace and insertion of a delicate cream colour, the long and graceful train being hung from the shoulders. She wore orange blossoms and myrtle in her hair, had a tulle veil, and carried a beautiful shower bouquet of white flowers. The diminutive bridesmaid, Miss Nancy Playfair, in muslin and lace, carried a basket of white flowers and wore a pretty brooch, the gift of the bridegroom. The bride was given away by Mr. G. W. F. Playfair and the best man was Mr. A. R. Lowe. Numerous friends attended the ceremony and adjourned afterwards to "St. Andrews," the residence of Mr. and Mrs. Playfair, from which house the bride was married, to offer their congratulations.

A correspondent of the *Times* who went up the Yangtze to Chungking on H.M.S. *Woodcock* last April, starting on the 18th of that month, points out that the *Woodcock*'s trip was the eighth occasion on which a steamer left Ichang with the purpose of getting to Chungking. The previous ones taken in order are:—(1) The launch *Lee-chuan*, taken up by Mr. Archibald Little: an account of the journey is given in his interesting book *Through the Yangtze Gorges*. (2) The *Woodcock* left Ichang in the autumn of 1899; but only got as far as the Yeh-tan, some 55 miles, when she had to return on account of the serious illness of one of her petty officers. (3) and (4) The *Woodcock* and *Woodlark* went up in company in April and May, 1900, returning in the autumn. (5) and (6) The *Pioneer*, designed by Mr. Archibald Little as a trading steamer and taken over by the British Government during the Boxer troubles last year to be converted into a gunboat, now called the *Kinsba*, made the journey twice in the summer of 1900. (7) The German steamer *Sui-hiang* started from Ichang in December, 1900, and was totally wrecked at the Kung-ling rapid.

The Hon. Treasurer of the Alice Memorial and Netherdale Hospitals begs to acknowledge with thanks the following donation to the funds of the Hospitals:—Wong U Shi, \$50.

According to the official lists, says the Berlin correspondent of the *Times*, the German losses during the expedition to China amount to 65 killed or mortally wounded, 270 wounded, 70 killed in accidents, and 271 who have died of disease, in all 676 men. Of these 297 belonged to the navy and 379 to the expeditionary corps.

Dr. J. Ashton Russell, whose name is not unknown in Hongkong, has again come before the public in the Philippines. This time, however, the doctor appears in the role of prosecutor. He has resolved to bring a suit against Mr. Weorlitz, late manager at Dagupan for E. C. Hamill and the North American Trading Co., and now in charge of the Silver Dollar saloon in Manila. A claim for damages to the extent of \$12,000 will be made on the ground of illegal arrest, confinement, and defamation of character by Mr. Weorlitz, as representing the North American Trading Co. Dr. Russell alleges that his arrest was caused by a warrant issued by Judge Johnson of Lingayen at the request of Mr. Weorlitz. The doctor contends that by the delay caused by the message of Mr. Weorlitz, he missed the China Navigation Co.'s *Chinghsin* in Manila, and thereby lost the position to which he had been appointed as ship's physician on that vessel.

There is a strong belief among army officers in Manila that General Bell will be sent to Samar to take active part in the campaign that is now to be conducted on that island. The Manila authorities are rushing reinforcements to Samar. On the 21st inst. the first battalion of the Twelfth Infantry arrived in Manila. Next day the men went aboard the transport *Sumner*, bound for Samar. On the 22nd, the U.S. cruiser *New York* left for the scene of trouble. Major Waller, of Tientsin fame, was in command of the three hundred and thirty marines, who are expected to give an account of themselves which will sustain the splendid record made by them while in China. The gunboat *Princeton* was also under sailing orders to leave for Samar. Word has been received in Manila from Zamboanga that the Datto of the Moros at that point, upon receipt of the news of the massacre, offered the commanding officer of the American forces one thousand of his men to form an expedition to Samar, saying that if the offer was granted he would guarantee to clean up the island in one month, and this without any expense to the American government. This request of the Datto, while showing his good will and the esteem in which American occupation is held by the Mohammedans, was not accepted. The exodus of the natives from Samar still continues, but it is hoped with the late additions from the Navy sent that this will be stopped.

Fate plays some strange freaks at times, says the *Manila Times* of the 19th inst., but it is doubtful if ever in her wildest mood the Goddess of Destiny conceived of a stranger paradox than that just played in the harbour of Manila. Mr. Fiske Warren, a native of Boston and a citizen of the United States, had to hold up his right hand and swear that he would refrain from any utterance or action which would tend to excite resistance to his government, that of the United States. Mr. Fiske Warren, the Bostonian, accompanied the Filipino agitator, Sixto Lopez, from America. He arrived on Thursday afternoon from Hongkong on the steamer *Chinghsin*, and was immediately handed the act just passed by the Commission with reference to such people as Lopez and his crowd. Mr. Warren was met by Mariano Lopez, a brother of Sixto Lopez, and all came ashore, where the oath was administered and received. Mr. Warren did not demur. He studied for a few moments, but finally accepted, and at half-past five he was at liberty to go and come as he pleased in Manila. He stated that Sixto Lopez is residing in Hongkong, and expects to come to Manila shortly. Mr. Warren has been very intimate with Lopez, sharing a room with him at Hongkong, and otherwise acting in a spirit of camaraderie and good-fellowship. Mr. Warren stated that he had come to these islands on a tour of personal investigation, that he intended to interview both branches of the government, also the leading Filipinos, and that he expects to travel extensively throughout the islands and all the provinces. Mr. Warren's baggage was carefully examined, but nothing of an incriminating nature was discovered.

PRINCE CHUN'S VISIT TO HONGKONG.

The leading Chinese citizens of Hongkong are in receipt of no information concerning the intended movements of Prince Chun on his homeward journey, and have been obliged to make arrangements of a purely conjectural kind for the hoped-for reception of their distinguished guest. Before word came that the Prince had not gone on shore at Singapore it had been provisionally arranged to invite His Highness to a public banquet in the City Hall. But in view of what happened at the last part of call, it was felt that the idea of a public dinner would have to be abandoned. As an alternative, it has been decided by the heads of the Chinese community to entertain Prince Chun to a semi-private dinner in Capnaught House, should he land in Hongkong and pay his respects to His Excellency the Governor. In the event of his not landing, the function will go on notwithstanding—though without the Prince. The Government officials of the Colony have not made any positive arrangements for the reception of the Prince, owing to the uncertainty which surrounds his movements. Should he decide to land, there will be a function similar to that which was held upon the occasion of the Prince's previous visit.

Prince Chan will arrive by the German Mail steamer *Bayern*, which is due here to-day.

TELEGRAMS.

"DAILY PRESS" SERVICE.

[FROM OUR CORRESPONDENTS.]

THE CRISIS IN CHINA.

SHANGHAI, 29th October, 3.54 p.m.

PRINCE CHING'S FAMILY REMOVED TO KAIFENGFU.

The family of Prince Ching has been removed bodily from Peking to Kaifengfu, apparently permanently.

LONDON, 28th October, 7.35 p.m.

THE RUSSO-CHINESE AGREEMENT.

The Central News, St. Petersburg correspondent says that the conclusion of a Russo-Chinese Convention is officially announced.

ANOTHER OUTBREAK REPORTED LIKELY.

It is alleged that confidential information has been received at Washington that there is a likelihood of another Boxer outbreak.

A REMINISCENCE.

The *Matin* (Paris) publishes a letter from General Voyron to Count von Walseesee, indicating the very strained relations which existed during the European occupation of North China.

GENERAL NEWS.

LONDON, 29th October, 9.20 a.m.

THE UNITED STATES AND THE PHILIPPINES.

Strong protests are being made in the United States against the continuation of the war in the Philippines. Military men are gloomy, and trade prospects are inconsideable.

ANGLO-GERMAN TRANSATLANTIC STRUGGLE.

Rate-cutting has commenced between the English and German Transatlantic lines. A protracted struggle is likely.

RUSSIA AND JAPAN.

The Japanese trade representative has arrived in Odessa. It is incidentally expected that this visit will advance the direct communication question.

REUTER'S SERVICE.

LONDON, 28th October.

MARQUIS ITO'S TOUR.

Marquis Ito has sailed from New York for Europe. His first visit will be to France.

FURTHER CAPTURES IN SOUTH AFRICA.

British columns operating for the past six weeks to the south west of Rustenburg, have returned to Klerksdorp, bringing with them 250 Boer prisoners and a quantity of supplies.

LONDON, 27th October.

BOER LEADERS BANISHED FROM SOUTH AFRICA.

The banishment from South Africa of thirteen more captured Boer leaders has been promulgated.

BOTHAS'S MOVEMENTS.

Commandant Botha with a few followers has gone to Amsterdam. South-eastern Transvaal, where Schalk Burger and the movable Transvaal Government are temporarily located.

TONKIN NOTES.

[FROM OUR CORRESPONDENT.]

Hanoi, 18th October.

NEW CAPITAL FOR INDO-CHINA.

Hanoi is to become the capital of Indo-China. The transfer of all the Government departments from Saigon to Hanoi will be made in a very short time. This decision has been taken by M. Doumer, the Governor-General, in the course of his recent sojourn in this town. The whole of the Tonkin Press applauds this decree.

THE VIOLATED BOUNDARY.

We have not yet received any additional details about the different riots which occurred in Laos. I have already informed you of the violation of the boundary by Siamese troops, and I may state now that very serious representations have been made to the Siamese Government by the French representative at Bangkok.

M. DOUMER'S TRIP.

Our Governor-General, whose family is now at Doozon, has proceeded on the *Kervaint* to Batavia and Bangkok. He will not return to Saigon before the beginning of November.

MURDERERS STILL AT LARGE.

Giang and the other murderers of M. Martin at Baoninh are not yet caught, notwithstanding the very active pursuit of Inspector Lambert and the Mandarin Quan-an Chu-mun-trinh.

THE AGRICULTURAL CHAMBER.

The electors of the Cochinchina Agricultural Chamber are convened on the 27th October to elect five new French members instead of MM. Paris, Guey, Monceaux, Camérini, and Vidal, whose mandate expires on the 7th November.

MM. Gobert and Lecaillon, members of the Tonkin Agricultural Chamber, have left Hanoi, the first going to France for reasons of health, the other to China and Manila for several weeks' absence.

SUPREME COURT.

Tuesday, 28th October.

IN SUMMARY JURISDICTION.

BEFORE HIS HONOUR T. SERCOMBE SMITH, ACTING JUSTICE.

LEE YAT CHUEN v. NG KING TING. This was a case in which Lee Yat Chuen, master of the firm of Lee Ying Lim, merchants, 1, Saiwo Lane, Hongkong, and Ng King Ting, broker, 61, Wellington Street, for the return of nine cases of human hair wrongfully converted, it was alleged, by the defendant, or for \$1,000, the said cases being valued at \$1,350, and plaintiff waiving \$350, part of the value of the cases. In order to bring the suit in Summary Jurisdiction.

Mr. J. T. Reece, solicitor, appeared for the plaintiff, and Mr. G. K. Hall Bruton, solicitor, for the defendant.

Mr. Reece, in opening the case, said he desired the Court to grant an adjournment, as several important documents to be produced in the case were in course of translation. He was in possession, however, of a rough translation, if His Lordship desired to proceed.

His Lordship thought it best to go on with the case. Should anything important turn on a special clause, they could have it verified. Mr. Reece stated that the plaintiff was now sole master of the Lee Ying Lim firm. About February of this year there were other two partners besides himself. On 8th February the cases referred to were despatched from a shop in Canton, in which plaintiff was also a partner, to Hongkong, but for some reason the consignee would not take them and they were handed over to the defendant. An arrangement was made whereby the goods were lodged in a godown and a promissory note was given on the security. Meanwhile, plaintiff became sole partner of the firm. On 27th May and on 16th June \$500 of the \$800 loan upon the goods were paid off by the plaintiff, and on 21st September the balance of \$300 was repaid. Plaintiff then wished to get back the goods deposited in the godown. Defendant said he had lost the godown receipt. His client demanded the return of the goods, but was told that they had been handed over to Ng King Ting.

After hearing evidence His Lordship gave judgment for defendant with costs.

The plaintiff Lee Yat Chuen was committed to prison for one month for perjury in connection with the case.

POLICE COURT.

Tuesday, 28th October.

BEFORE MR. F. A. HAZELAND, POLICE MAGISTRATE.

THE CAPSIZING MURDERS.

Four shrimp-fishermen from Capasium were placed in the dock on two charges of murder, one of shooting with intent to murder, and one of attempted robbery by force of arms. They pleaded not guilty to all the charges, and were defended by Mr. E. J. Crist, solicitor.

Mr. F. J. Badley, Acting Captain Superintendent of Police, presented, and briefly outlined the case to His Worship. He said that the murders were the outcome of an attempted robbery at Capasium on the night of the 15th of August. The four defendants and two others, one of whom had been the first witness King's evidence, and was shot through the leg, and getting to know that one Chan Shing Tak had a sum of money, about \$1,300 altogether, on his boat, resolved to rob him of it. They armed themselves and attacked the boat, but were repulsed, their intended victims being assisted by the occupants of another boat. As the result of the fight Chan Shing Tak and one of his sons, Chan Shing Ng, were shot dead, Chan Shing Shing, another son, was shot dead, slightly wounded, and Ng King Kie, the occupant of another boat, was shot through the leg. The second witness died some time later in the Government Civil Hospital from his wounds. The others, explained Mr. Badley, were relations of the victims, and the friends of the latter were unwilling for some time to say anything about them. It was only recently, nearly two months after the affair, that they had made up their minds to tell the police all they knew.

Cheung Chan Luk, the man who had turned King's evidence, was the first witness called. Questioned by Mr. Badley, he said he was a Chinese in Capasium.

Mr. Badley—Well, tell us all about this matter. Witness—On the morning of 11th August, at 9 a.m., the first defendant asked me to attack Ya Sze's boat. (Ya Sze was the nickname of Chan Shing Tak.) The first defendant said—"Attack Ya Sze's boat; there are a few hundred or thousand dollars there." He asked me if I could get some men; and I answered No. When the conversation took place the second defendant was present, and the third defendant was called into the match about ten o'clock by the first defendant. Nothing regarding the proposed robbery was said after he came in. Shortly afterwards the first defendant went in his boat to Taikoktsui, and returned some hours later. I saw him next morning.

Mr. Badley—Did he say anything about finding men?

His Worship—You must not lead the witness.

Witness—On the 12th August, at twelve noon, the first, second and third defendants and I went to Taikoktsui in the first defendant's boat, and saw Ya Sze's boat there. We spent the night at Taikoktsui.

The witness had been exhibiting increasing nervousness, and the interpreter was requested by His Worship to assure him that he need have no fear, as the charge against him had been withdrawn. Continuing, the witness said—At noon on the 13th August, the fourth defendant and another man joined us. By two o'clock Ya Sze's boat had fallen for Capasium, and we followed it. We anchored at an islet near Capasium, and the second defendant went to locate Ya Sze's boat. He returned after dark, and reported that the boat was anchored at Capasium. At about eleven o'clock we moved to Capasium in a different boat from the one in which we came from Taikoktsui; we had towed boat, and for arms the first and second defendants carried a revolver each, the third and fourth defendants had nothing, and Wong Yat, the other man, had a knife. I had nothing at all. The second defendant went into the water to cut the anchor-rope of Ya Sze's boat; we were almost alongside then. Besides Ya Sze's

there were two or three other boats in the vicinity. When the rope had been cut, another rope was made fast between the two boats, and we tried to row out into the bay. We could not do so, however, because another boat was in the way. The people on this boat and those on the Ya Sze's boat, who had been sleeping, woke up, and attacked us with bamboo. Ya Sze recognised the first defendant, and called out to that effect. The first defendant then fired six shots from his revolver at Ya Sze. One of the shots struck Ya Sze's son, but I did not see whether Ya Sze was hit. The fight over, we rowed away, and I was landed at another point on Capetown. Five of us had rowed away after the fight, having swum ashore. When cutting the rope, I was cut on the head, the remaining four rowed away, and I did not see the first defendant till four days afterwards. He said then—'Don't speak about the robbery.' Ya Sze is a distant relation of my own.

Mr. Buley—Why didn't you rob the boat at Taikook? Witness—We were afraid of the police boat. Mr. Grist did not cross-examine, preferring to reserve his questions for a later time. The widow of Chan Shing Tak was called. She gave evidence regarding the attack on her husband's boat and the results that attended it. Witness also declared that she recognised all the robbers on the night of the attack. The evidence of the elder brother of Chan Shing Tak was next taken. His boat was moved close to that of his brother, and he saw the fight preceding the shooting. He declared that he heard his brother call out to the first defendant—'I recognise you, you have killed my two sons.' The first defendant then fired at Chan Shing Tak, and mortally wounded him in the left side. The case was adjourned till this morning at ten o'clock.

BEFORE MR. E. R. HALLIFAX, ACTING POLICE MAGISTRATE.

A MEAN THEFT. One day last week a Chinese schoolboy of nine was playing in the street. He was a well-dressed little fellow, and wore a gold-mounted rattan bangle, valued at \$11, on his wrist. A coolie came up and struck the boy over the head, knocking him down. He then forcibly snatched the bangle from the boy's wrist and bolted with it. No assistance was at hand, and the boy went home and reported the matter. His god-father took him to the Central Police Station, where he told his story to the police. In company with a Chinese police sergeant, the boy went out and was fortunate in seeing the thief walking along the street. He pointed him out to the sergeant, who arrested the coolie and took him to the station. The thief was sentenced to six months' hard labour and to receive a whipping of twenty strokes.

AGUINALDO'S SUCCESSOR.

A proclamation to the people of Cebu, issued from the insurgent headquarters at that island and re-published by the Central Filipino Committee abroad, recognising General Malvar as the head of the insurgent army in the Philippines and calling on the forces still in the field to co-operate with him, is being circulated in Manila, accompanied by a letter from General Maximilian. The following is a translation of the proclamation:

"To the people of Cebu: General Malvar's manifesto dated 19th April of this year, declaring himself in the name of the 1st Chief of the Philippine Army, pending the election of a permanent head, again established material cohesion of the forces of our army, which were temporarily disorganised by the capture of one who was its chief leader, and also by the successive renditions afterwards, of various other chiefs. From that time, the remains of the revolution in our provinces were only allied by the connection of its aspirations. The aspirations, and uncertainty inspired by such incidents, which gave place to suppositions and rumours or more logical, which served to sow even more discord and confusion amongst those who were still on the field, remain determined in their resolve declared to the aforementioned General, who occupies such an onerous and responsible post, but which he has assumed with courage and abnegation with the object of re-uniting his scattered organisations, which have been disorganised by the natural accidents of war. He is re-animating his energies, without vacillating, being determined to follow on the course he has taken up. The history and service of General Malvar on behalf of our cause constitutes a sufficient guarantee that we should hold in our hearts faith and confidence in the future. Under these conditions our duty demands that we should second and assist him in his noble purposes and we should use all our efforts to assure that solidarity which the material forces of the revolution demand, such solidarity having for its basis good organization attained by discipline and obedience. Consequently, without looking for other initiative, and only obeying the dictates of our consciences for the welfare of our cause, we heartily and enthusiastically applaud the above declaration and hereby declare our adherence to, and recognise General Miguel Malvar as Generalissimo of the Philippine Army, and it is therefore behooving that the best of the men and in command of columns to call a meeting of the Nationalist forces notifying them of the present proclamation. Issued from the Philippine General Barracks, Cebu, June 24th, 1901. The 1st Superior Chief, Political-Military, General in Chief of Operations: (Signed) ARMANDO MAXIMILIAN. (Published by the Central Filipino Committee abroad.)"

LATEST STEAMER MOVEMENTS.

The T.K.K. steamer *America Maru*, with mail, &c., left San Francisco for this port via Honolulu, Yokohama, Iland Sea, Kobe, Nagasaki and Shanghai, on the 23rd inst. The N.Y.K. steamer *Miki Maru* (Bombay Line) left Singapore for this port on the 26th inst. p.m., and is expected to arrive here on the 1st prox. The S.O. steamer *Pekin* left Singapore for this port on the 29th inst., at 6 a.m.

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THE TYPHOON IN THE PHILIPPINES.

Advices have been received in Manila to the effect that the U.S.S. *Sheridan* arrived in Nagasaki early on the 23rd inst. in a disabled condition. The *Sheridan* left Manila late on the afternoon of the 16th, and it is quite likely that she was caught in the terrible typhoon which swept the coast of Luzon. The information which has reached Manila regarding the condition of the transport is to the effect that she was badly battered and that it will require at least three weeks to put her in condition to proceed to San Francisco. The *Manila Times* of the 24th inst. says:—The transport *Warren* is being put in condition to proceed to Nagasaki to take the *Sheridan's* passengers to San Francisco. If the *Warren* can be coaled in time, and the storm which is now raging along the coast subsides, she will leave this port on Friday afternoon. Her instructions will be to take aboard all of the sick and disabled soldiers on the *Sheridan*, and as many of the cabin passengers as she can accommodate. The Congressmen and Senators who left her at Nagasaki, and those who were to join her at Nagasaki, will in all probability take precedence over the other passengers in view of the fact that they must be in Washington in time to attend the opening session of Congress on the first Monday in December. The passenger list of the *Sheridan* contained the names of Congressmen Gainers, De Armond, Morcer and Weeks. Col. Tully McGee of the Artillery Corps is in charge of the troops aboard, which consist of about one hundred and fifty sick men from the reserve hospitals, and nearly three hundred soldiers who are en route to the United States to be discharged under the provisions of the recent order directing that all men with less than three months to serve be sent to the United States. There are about two hundred general prisoners on the *Sheridan* who are being sent to the United States to serve out the unexpired portions of their sentences in military prisons. The *Sheridan* is one of the largest troop ships afloat. The Quartermaster's Department allotted her in San Francisco last year at a cost of \$300,000.

SHIPBUILDING IN CANADA.

The *Toronto Globe* publishes some interesting statements recently made by the Hon. W. S. Fielding, Minister of Finance of Canada, to one of its representatives on the subject of shipbuilding in Canada. In reply to a question as to whether he regarded the establishment of the steel shipbuilding industry as of vital importance to the development of Canadian commerce, Mr. Fielding said:— "I think the possession of a considerable fleet of steel ships is of the utmost importance to the carrying trade. If we can build them ourselves, so much the better. The carrying trade of the world remains to be done, as before, and we know we cannot do much with wooden ships. There has been during the last two or three years a revival of wooden shipbuilding along our coast, but the vessels in nearly all cases have been of small size. For fishing vessels, and occasionally special service in the carrying trade, where larger tonnage is needed, we shall still find employment for the wooden shipbuilding industry, but if we are ever to engage in the carrying trade of the world, of which we formerly had so large a share, we must have steel vessels to do it. It would be better that we should buy them abroad than to build them, but it would be still better to build them ourselves, if that would be feasible, and I have a strong hope that we shall gradually do so. To an inquiry as to the progress of the proposed fast line service the Minister replied:— "There is hardly anything that can be said for publication at present. Be assured, however, that the matter has not been neglected. It has been very carefully considered by the Government, and we have been in communication with a number of parties who are interested in it, and also with the Imperial Government, who were partners with us in the former scheme. The last year or two has not been a favourable time for Government action except in the way of inquiry. The great shipyards of the world have been very busy, and shipbuilding has been costly. Conditions are becoming more favourable, and it is probable that we shall have not been looked at the project a year or two ago, are now disposed to take it. While I am not at liberty to say more at present, I feel assured that at an early date such action will be taken as will assure us a steamship line between Great Britain and Canada of which the Dominion may be proud."

DOG V. COBRA.

A correspondent sends the *Madras Mail* the following interesting account of a Dog and Cobra fight:—On the 29th inst., as I was in camp at about four in the evening, I was going along the road with my dogs. One of them, a most intelligent and brave animal named Fido, a mixed breed of a spaniel and a pointer, had always the habit of exploring, and had a peculiar habit of always when he noticed any dangerous animal, as we were going along, that he would bark at a distance of 50 yards from me, and suspecting at once, I called out for my boy and the cartmen and rushed to the spot. The dog seeing us approach got quite encouraged, and made repeated charges at the cobra. At last he brought out a cobra into the open, and there they were facing each other, within reach of 2 feet. The dog caught the snake by the back of the head, and, finding that the best was trying to turn about and bite him, he let it alone, and stood facing it, looking for an opportunity of gripping the head with its hood wide spread. Twice he succeeded in getting hold of the head, which disabled the snake entirely. Nobody could have attempted to get near to secure the dog, as the snake was at such close quarters that trying to catch the cobra would mean getting a bite from the snake, and so I let them alone, making quite sure of the loss of my valuable dog. The fighting went on for about ten minutes, when the cobra was quite helpless, but not dead. I noticed that the dog was bleeding very much from its upper lip. The dog was immediately caught and a finishing stroke given to the cobra, which measured 5 feet 9 inches. I examined the dog and found the two fangs distinctly marked on the upper lip inside. This it must have received in trying to grip the head, as it did not give the snake any other chance of biting it on the body. I felt very much pleased to lose my dog a few hours later, but I am pleased to say that the animal is perfectly well this morning. I have a little doubt, which I wish any of your numerous readers would kindly clear. I am of opinion that the dog did not die because it bled profusely, and thereby there was no chance of the venom rising in the blood. I understand, said Mrs. Kostique, that you have been seen promenading with my husband; is that true? The governess drew herself up defiantly. Yes, it is, she replied. Well, Miss Trem, the other continued coolly, if you wish to remain here you'll have to keep better company.

PROPOSED NEW GERMAN TARIFF.

The Board of Trade issues, as Parliamentary return, a "Translation of the Proposed New German Customs Tariff, with comparison; as far as possible, of the rates of Customs duty contained in the proposed tariff with the rates in force on imports into Germany from the United Kingdom." A prefatory note states that "with a view of bringing to the notice of British manufacturers and merchants at the earliest practicable date the general effect of the proposed new German Customs tariff on the more important branches of British trade with Germany, it has been thought desirable to divide this return into two parts, of which the first, now published, includes the greater part of the article of special interest to British commerce, while the second (to be published at an early date) will comprise the whole of the remaining (tariff) of the tariff. It may be mentioned that of the direct exports from the United Kingdom to Germany in 1900, valued at about £28,000,000, the articles covered by part I. of the present return would account for no less than £25,000,000." The translation shows that the proposed modifications of the existing tariff will materially increase the duties on raw materials, and on some of the most important articles of commerce, and on some of them almost to 300 per cent., and decreases are almost exceptional. Merchants who sell wares to Germany will doubtless make it their business to obtain a copy of the return and study it for themselves, but we select a few of the alterations which appear most striking.

Among fresh fish, it is interesting to note that carp have been specially selected to receive a duty of 7s. 3d. per cwt., and other remaining fish, such as salmon, trout, and minnows, remain free. Carcinates of ammonia, formerly free, is now proposed to be rated at 2s. 6d. per cwt.; potash, from 9d. to 1s. 0d., while raw and crystallised soda are reduced from 9d. to 5d. Indescent manures, which at present are only taxed as metal wares when in combination with common metals, are now to be rated at £3. 1s. per cwt. One of the exceptional reductions is shown by yarn of raw silk, on which the rate is lowered from £20. 6s. 6d. per cwt. to £7. 12s. 6d. On the other hand, the rate on gauze rises from £2. 10s. 10d. per cwt. to £7. 12s. 6d., and the duty on bookbinders' cloth is doubled. Human hair is not to suffer any change, but fans, wholly or partly of ostrich feathers, rise from £5. 1s. 8d. per cwt. to £15. 4s. 11d. The rate on leather gloves is to be doubled if the proposed tariff becomes law, and indurated wares of all kinds are to bear considerably heavier burdens; India rubber threads "drawn or cut not combined with textile materials or loose wound round or plated threads," rise from 1s. 6d. per cwt. to no less than £1. 0s. 4d.; and another very large increase is shown in the rate on "needles for sewing, knitting, and embroidery machines," which rises from £1. 10s. 6d. per cwt. to £5. 1s. 8d. Finally we may mention that earthenware tobacco pipes, "of one colour or white, glazed," are to be rated at 1s. 6d. per cwt. instead of 6d.

WAR NOTES BY COLONEL DE VILLEBOIS-MAREUIL.

In spite of the somewhat fatuous introduction which prefaces the translation just issued of the diary kept by the French "Soldier of Fortune," when in South Africa, one is inclined to think after its perusal that Colonel de Villebois-Mareuil owed his notoriety rather to his nationality, and the manner of his death and burial, than to any patent military genius displayed by him during the campaign. Those who have been privileged to read the orders which he issued to his small commando the day after his death will already have formed this opinion. These notes are only a rough diary, kept under the stress of campaign, and as such should not be taken too seriously, especially as the sad fate which overtook the author left him no opportunity to moderate or revise conclusions which, to say the least, must have been arrived at without due deliberation. The letters are typically French, and the reader will find in them, almost on every page, some insight into the character of the author—a vain, disappointed, cynical old man; yet, when he can get away from his rooster's disses for the Boer, and his pique at the spirit in which they received his advice, a courteous gentleman, with all a Frenchman's love and appreciation of the picturesque and beautiful. Although his notes convey little information of either strategical or tactical value, yet they will furnish pleasant reading to all who have taken an interest in the campaign. The pictures which he draws of the original Boer commanders are perhaps the most valuable of the notes. His admiration for the Boer, and his contempt for General Joubert, smelt the Colonel calls an anomaly, and the general's commanding outside Kimberley, who refused to carry out the rather desperate plans with which he furnished them. It is apparent from the entries in the diary that Colonel de Villebois-Mareuil went from laager to laager, and during the few months that he was at front he covered a vast and arduous territory, far beyond the limits of his military duties, and he was full of advice and schemes of defence and assault. Apparently he was listened to with every courtesy, but there is a note of complaint throughout his diary that the defence shown to him went no farther than courtesy. His vanity was touched, but it carried him through, in the belief that, although no open avowal of the fact was made, many of the Boer successes were, nevertheless, based upon his advice. But, although he is ever ready to acknowledge the civility and kindness of the Boers, yet he finds it impossible to keep his contempt for their military progress below the surface. It appears constantly in passages like the following:— "The impossibility of not taking advantage of Buller's inaction worries and distresses me. But the Boers are not men you can influence; you must accept them as they are—good qualities and obstinacy combined." Then when they have piqued him more than usually he murmurs in cynic vein:— "Their presumption gives me now only bitter food." His contempt for the Boer's adversaries is even greater and is revealed in a score of biting sentences:— "True, face to face with adversaries of the strength of the English, defence alone will suffice." Again: "If the Boers had other adversaries than the British, the enemy might strongly take advantage of these delays." In the following passage there is expressed on one leaf of the diary, the full measure of the author's bias against us:— "People will never understand this war, its duration and the extraordinary successes of this

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passive defence, if the English army is described as an 'European army.' It is an army without energy, or ideas, or tactics, or moral—I refer to the rank and file; an army which remains stock-still opposite the Boers because it has neither sufficient worth to do anything nor enough endurance to abandon its comfort for a matter of three days. It is a fine thing to demoralise a nation by degrading the military calling to the lowest degree! But since empire in this world is kept by force, let those who advocate the one case to pretend to the other—let them take a subordinate position!" But the Colonel is not even consistent, and bases many of his most sarcastic conclusions upon inaccurate information. When one realises the childish glee with which the Colonel accepts the command of three-score men, and remembers the tragic termination to his brief command, one feels that there is something very pathetic in this diary of a garrulous and courtly old gentleman, whose vanity led him into the belief that he was a great soldier.

THE NATURALISATION LAWS.

The report of the inter-departmental committee appointed in February, 1899, by the then Home Secretary, Sir M. W. Ridley, to consider the doubts and difficulties which have arisen in connection with the interpretation and administration of the Naturalisation Acts, and to advise what amendment of the law, if any, is desirable, was published on the 29th ult. as a Blue Book. The committee, of which Sir K. D. Digby, Permanent Under-Secretary of State for the Home Department, chairman; Mr. Francis Hyde Villiers, C.B., Assistant Under-Secretary of State, Foreign Office; Sir Dennis Fitzpatrick, a member of the Council of the Secretary of State for India; Mr. W. E. Davidson, C.B., K.C., Legal Adviser to the Foreign Office; and Mr. Hugh Bertram Cox, Legal Assistant Under-Secretary of State, Colonial Office, with Mr. William Wheeler, of the Home Office, as secretary, has been considered by the various public departments concerned, the various laws in force in the different parts of His Majesty's dominions, the report of the Select Committee which considered the subject in 1843, and the report of the Royal Commission which dealt with it in 1889. They also received valuable assistance and counsel from Sir T. Godfrey Carey (Barclay of Guernsey), and Mr. W. H. Venables Vornon (Barclay of Jersey), and Mr. George J. King (Attorney-General of the Isle of Man) on questions specially affecting their respective provinces as well as from Professor Westlake, and Professor A. V. Dicey.

After setting out the rights and privileges which constitute the status of a British subject, the committee dwell on the expediency of avoiding, as far as possible, the occurrence of cases of double nationality, and proceed to describe the present state of the law dealing with the acquisition of British nationality. Acquisition by birth rests on the common law, acquisition by naturalisation on statute law. The statutes referred to on this latter point are 23 Edw. III., stat. 2; 7 Anne, c. 5, sec. 3; 4 Geo. II., c. 21, sec. 1; and 13 Geo. III., c. 21, and their effect is that a person whose father or paternal grandfather was born within His Majesty's dominions is deemed a natural-born British subject, although he himself was born abroad. The report proceeds:—

"We suggest, though the question does not fall strictly within the terms of the reference to us, that these provisions should be repealed, and the law consolidated. We think the opportunity might be taken to act on the recommendation of the Royal Commission of 1889, and that it would be desirable to limit the transmission of British nationality to the first generation, by enacting that no person born out of the Crown should be a British subject unless his father had been born within the Dominions of the Crown and was also at the time of the birth of that person a British subject. A recommendation as to the children of a naturalised British subject born out of the Dominions will be found later in this report. Some questions arise as to whether the law as to the transmission of British nationality applies throughout His Majesty's dominions. We think that doubt should be removed, and the law, with the suggested modification, made of universal application."

In applying the principle that every person born within British dominions is invested with British nationality, the committee remark that a question of some difficulty arises, namely—What is the exact meaning and extent of the expression "His Majesty's dominions"? They ask whether it applies only to those countries which are under the direct sovereignty of His Majesty, or whether it includes also some or all of the countries wherein His Majesty exercises jurisdiction or authority of a more or less extensive character, such as Protectorates or Spheres of Influence? It seems to us that the principle can apply only to those countries which have become portions of British territory by conquest, cession, or occupation, and that it does not apply to countries which do not form any portion of British territory, however large and extensive may be the powers of administration and jurisdiction possessed by the Crown therein, "by treaty, capitulation, grant, usage, sufferance, or other lawful means." (Foreign Jurisdiction Act, 1890, 53 and 54 Vict., c. 37, s. 1.)

Dealing next with the nationality of persons born in British ships, the committee say:— "There seems to be no doubt that a person is a natural-born British subject if he is born on board a British ship of war, wherever such ship may be; if born on board a British merchant vessel on the high seas. The principal questions which have been raised are (1) whether a person born on board a British merchant vessel in a port of a foreign State, or in other foreign waters, is a British subject; (2) whether a person born on board a foreign ship in British territorial waters, or within the body of a county, is a British subject. We think it important that the law in this respect should be declared, and we consider that the simplest rule would be that person born on a British ship in foreign waters should be a British subject, but that a person born on board a foreign ship should not be deemed to be a British subject merely because the ship was at the time of his birth in British waters."

Having discussed at length the various methods of naturalisation, the reasons which should be induced to induce to apply for admission to British nationality, and the effect of a certificate of naturalisation outside the limits of the United Kingdom under Section 7 of the Act of 1870, the report proceeds:— "In our opinion, all differences between the status of a natural-born British subject and of a naturalised British subject should as far as possible be abolished. It is especially desirable that a naturalised alien should, like a natural-born British subject, remain a British subject

everywhere and for all purposes unless and until he directs himself of or loses his nationality in one of the ways provided by law. The law of this country cannot of course operate to confer on or divest a person of any status existing under a foreign law, and ought not to purport to do so. The drafting of the Naturalisation Act of 1870 is in some particulars open to criticism on this ground. It follows that, to the extent and character of the protection, if any, to be afforded a person in any country which, notwithstanding his acquisition of British nationality, still under its laws has a right to his allegiance, should not, and indeed cannot, be regulated by municipal law, but must be regulated by international law. It is most desirable that cases of double nationality should be reduced within the narrowest limits by the adoption of the principle that naturalisation in one country carries with it the loss of prior nationality but in so far as this principle is not adopted, it will be necessary to continue to act upon the rule which is at present recognised, that when a person has a double allegiance he is under a paramount obligation to the one of the two countries in which he for the time being is.

As to the conditions of naturalisation, certain modifications are suggested. The conditions now obtaining are stated to be (a) a certain period of residence in the United Kingdom or of service under the Crown prior to naturalisation; (b) a declaration of intention to reside in the United Kingdom or to serve under the Crown; and (c) the granting of the certificate in the absolute discretion of the Secretary of State. It is suggested in this connection that it might be enacted that, where conditions substantially identical to those which qualify for naturalisation in the United Kingdom are fulfilled by aliens in a British Possession, it should be lawful for the King by Order in Council to empower the Governor of that Possession, in his discretion, to grant certificates of naturalisation; and in the case of a Possession in regard to which no Order in Council is made the Governor should have power to recommend any alien for a certificate. It is further recommended, with regard to the conditions of acquisition and loss of British nationality, that in the condition that the alien applying for naturalisation must intend to reside in the United Kingdom or to serve under the Crown, the words "the King's dominions" should be substituted for "United Kingdom," and that a certificate should be made revocable on proof that it has been obtained by false and fraudulent representations.

As to loss of nationality, the committee remark that, by Section 4 of the Act of 1870, a person who is a British subject by reason of his having been born within the King's dominions, but who became at birth, by parentage or otherwise, a subject of a foreign State, may make a declaration of allegiance and so cease to be a British subject. There is a similar provision with regard to a person born outside the King's dominions to a father who is a British subject. The object of this section being to prevent complications arising from double nationality, the committee, while not suggesting any alteration in the law, think that its provisions should be simplified and re-drafted. Nationality may also be lost when a British subject, whether naturalised or natural-born, becomes "voluntarily naturalised" in a foreign country. That is an expression which the committee consider not entirely free from obscurity, and in regard to it they say:—

"We think that the law should be made more definite and that British nationality should not be lost unless the person who is naturalised in a foreign country has expressly applied for naturalisation or done some act from which acceptance of the foreign nationality may reasonably be inferred. Turning to the effect of naturalisation upon the status of dependent persons, the committee call attention to the general principle adopted in the Act of 1870 that the nationality of a married woman should be that of her husband. They do not propose any substantial alteration of the law in this respect, but they suggest:— That it should be so expressed as to purport to deal only with the question whether or not the woman becomes or ceases to be a British subject according to the law of this country, and not to attempt to define her status as regards the law of other countries. All that our law is concerned with is whether the woman is an alien or a British subject, and when and by what means she ceases to be, or becomes, the one or the other."

The effect of naturalisation of a parent upon the status of children born (1) before, (2) after naturalisation, is next considered, and upon this the committee say:— "It will be seen that the test at present of the acquisition of British nationality by an infant is (1) the naturalisation of the parent; (2) residence with the parent in the United Kingdom. Loss of British nationality depends (1) on loss by parent; (2) on residence in the country where the parent is naturalised; (3) on the law of that country recognising the child as also naturalised therein. It appears to us that the law as it stands is needlessly complicated, and that it leaves undefined the amount and character of residence necessary in each case to affect the nationality. We think it would be desirable to adopt a clearer and more easily applied test of the nationality of minor children."

The committee finally append the following summary of their recommendations:— "1. We recommend that the existing Statute Law relating to the acquisition and loss of British Nationality should be consolidated, and that the Statutes 25 Edw. III., Stat. 2; 7 Anne, c. 5, s. 3; 12 and 13 Will. III., c. 21; 4 Geo. II., c. 21, s. 1; 13 Geo. III., c. 21; 53 Vict., c. 14; 33 and 34 Vict., c. 102; 35 and 36 Vict., c. 39; 58 and 59 Vict., c. 43; should be repealed."

"2. We recommend that the existing law as to acquisition of British nationality by parentage should be re-enacted in a simpler form, with this exception, that where the father was born out of His Majesty's Dominions a child also born out of such Dominions should not be a British subject. We also recommend that the law as to birth on board a British ship should be declared as stated."

"3. We recommend that provision should be made by legislation enabling a Secretary of State, or the Governor of a British Possession, to confer the status of a British subject upon persons who fulfil the requisite conditions in any part of the British Dominions, and that the status so conferred should be recognised by British law everywhere, both within and without His Majesty's Dominions. This provision should be without prejudice to the power of the Legislature of any British Possession to provide for the conferring upon any persons under such conditions as it might see fit the whole or any of the rights of British subjects within its own territory."

"4. We recommend that the conditions necessary for the acquisition and loss of the status of a British subject should remain as at present, with the modifications as to residence, revocability of certificate, and otherwise, mentioned in detail in the report. "5. We recommend that the law as to the acquisition and loss of the status of a British subject by persons under disability should be simplified and modified in the manner stated in detail in the report."

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Hongkong, 30th October, 1901. [2759]

NOTICE.
MRS. STOCKHAUSEN begs to inform the Ladies of Hongkong and the Coast Ports that she has disposed of her business to Messrs. POWELL, LTD., and while thanking the Ladies for their patronage during the past five years, trusts that they will kindly transfer their orders to Messrs. POWELL, LTD., who have a First-class London Dressmaker working shortly, and may rely upon having all the latest styles from London and Paris.
Accounts payable to—Miss SINNOTT, 28, Queen's Road Central.
Hongkong, 30th October, 1901. [2758]

PUBLIC AUCTION.
THE Undersigned has received instructions to sell by Public Auction, on SATURDAY, the 2nd November, 1901, at 2.30 P.M., at his SALES ROOMS, Duddell Street, A QUANTITY OF HOUSEHOLD FURNITURE (Full Particulars from Catalogue).
On View from Friday, the 1st November.
TERMS—Cash on delivery.
GEO. E. LAMMERT,
Auctioneer.
Hongkong, 30th October, 1901. [2760]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA VIA AMOY.
THE Company's Steamship
"YUENSANG,"
Captain Rolfe, will be despatched as above TO-MORROW, the 31st inst., at 4 P.M.
This Steamer has superior accommodation for First Class Passengers, is fitted throughout with Electric Light, and carries a Doctor.
For Freight or Passengers, apply to
JARDINE, MATHESON & CO.,
General Managers.
Hongkong, 29th October, 1901. [2756]

PORTLAND AND ASIATIC STEAMSHIP COMPANY.
Agents for and in connection with
THE OREGON RAILROAD AND NAVIGATION COMPANY.

Operating the New First Class Steamships
"INDRAVELL," "INDRAPURA,"
and "KNIGHT COMPANION,"
between HONGKONG, PORTLAND (OR.), calling at SHANGHAI, NAGASAKI, MOJI, KOBÉ and YOKOHAMA.

THE "KNIGHT COMPANION"
will be despatched for Portland (Or.) on or about 14th November, 1901.
Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports.
For through rates of Freight and further information, communicate with or apply to
ALLAN CAMERON,
General Agent.
Hongkong, 30th October, 1901. [2757]

VICTORIA PRECEPTORY.
A REGULAR MEETING of the VICTORIA PRECEPTORY will be held at the FREEMASONS' HALL, TO-MORROW, the 31st inst., at 8.30 for 9 P.M. precisely. Visiting Six Knights are cordially invited to attend.
Hongkong, 28th October, 1901. [2756]

ZETLAND LODGE, No. 525, E.C.
A REGULAR MEETING of ZETLAND LODGE will be held at the FREEMASONS' HALL, Zetland Street, on FRIDAY, the 1st November, at 8.30 for 9 P.M. precisely. Visiting Brethren are cordially invited to attend.
Hongkong, 28th October, 1901. [2755]

NOTICE.
A DINNER will be given to the Members of the Straits and Shanghai Cricket Teams during the week ending 11th November, at the City Hall.
Subscription \$10.
Lists for Subscription will be exhibited at the Hongkong Club and the Cricket Club, or Names may be sent in to the undersigned.
E. GUMPERT,
Care of Messrs. Caldwell, Macgregor & Co.,
Hongkong, 23rd September, 1901. [2740]

NOTICE FROM SHANGHAI.
PRIME ROAST BEEF, GAME, BRAWNS, PORK and GAME PIE, &c., can be obtained from the undersigned during the cold weather.
Orders will meet with prompt and careful attention.
HOPKINS BUTCHERY,
Corner of Nungpo and Szechuen Roads, SHANGHAI.
Shanghai, 21st October, 1901. [2737]

POHOCMULL BROTHERS
57 & 59, QUEEN'S ROAD CENTRAL,
WHOLESALE AND RETAIL IMPORTERS AND EXPORTERS.
Have for Sale,
Indian, Chinese and Japanese Silk Goods for Ladies and Gentlemen, and other Articles.
Oriental Embroidery, Rugs and Carpets, Jewellery, Cashmere Shawls, Ivory, Sandalwood, and Tortoiseshell Wares, Curiosities and Fancy Goods.
INSPECTION IS SOLICITED.
Hongkong, 8th November, 1901.

AUCTIONS

E. J. R. PUBLIC AUCTION.
THE Undersigned have received instructions to sell by Public Auction, TO-DAY (WEDNESDAY), the 30th October, 1901, at 10 A.M., at H.M. NAVAL YARD, SUNDRY NAVAL AND VICTUALLING OBSOLETE AND CONDEMNED STORES, comprising—
OLD IRON, PAPER STUFF, RAGS, CANVAS, CLOTHING, IMPLEMENTS, &c., &c.
The NAVAL STORES will be sold on WEDNESDAY, 30th inst.
TERMS OF SALE, As Customary.
HUGHES & HUGHES,
Government Auctioneers.
Hongkong, 22nd October, 1901. [2689]

ENTERTAINMENT
CITY HALL CITY HALL!
NOVEMBER 2ND.
AND PUGILISTIC CONTEST
FOR THE MIDDLE-WEIGHT CHAMPIONSHIP OF THE FAR EAST,
BETWEEN
SAM BENTLEY & THOMAS PHILLIPS.
To be preceded by a
SIX ROUND HEAVY-WEIGHT CONTEST
BETWEEN
Private DEEGAN, R.W.F., and
Gunner LENNARD, R.N.
Followed by the
TWO LIGHT-WEIGHTS:
A. MONK, R.W.F. and
A. SANFORD, R.W.F.
CITY HALL, NOVEMBER 2ND.
Prices ... \$3, \$2 & \$1.
Commencing punctually at 9 P.M.
Hongkong, 28th October, 1901. [2728]

PUBLIC COMPANIES
UNION INSURANCE SOCIETY OF CANTON, LIMITED.

NOTICE TO SHAREHOLDERS.
A DIVIDEND of \$23 per Share for the year 1900, equivalent to 40% on the Paid-up Capital of \$59 per Share, has been declared.
Warrants will be issued on the 11th October.
By Order of the Board.
W. J. SAUNDERS,
Secretary.
Hongkong, 10th October, 1901. [2590]

CHINA TRADERS' INSURANCE COMPANY, LIMITED.
NOTICE TO SHAREHOLDERS.
THE THIRTY-FIFTH ORDINARY MEETING of SHAREHOLDERS in the above Company will be held at the HEAD OFFICE, Victoria, Hongkong, on TUESDAY, the 12th proximo, at TWELVE O'CLOCK NOON, for the purpose of Presenting the Report of the Directors and Statement of Accounts to the 30th April last, and of declaring Dividend.
The TRANSFER BOOKS of the Company will be CLOSED from the 30th instant to the 12th proximo, both days inclusive.
By Order of the Board of Directors.
W. H. RAY,
Secretary.
Hongkong, 21st October, 1901. [2681]

THE PUNJON MINING COMPANY, LIMITED.
CONSEQUENT upon the new and satisfactory developments at the Mines, and the necessity for a Tramway, Trucks and Accessories in the immediate future, the Directors have resolved to make the final Call of One Dollar per share; and accordingly—
NOTICE IS HEREBY GIVEN that at a MEETING of the Board of Directors of the Company, held at the Company's Office, No. 13, Bonconfield Arcade, Victoria, Hongkong, on MONDAY, the 14th October, 1901, the following Resolution was passed—
That the final CALL of ONE DOLLAR per SHARE upon all the Holders of Ordinary Shares in the above Company in respect of all the Shares held by them in the above Company be and the same is hereby made. Such Calls to be paid to the Company at their Bankers, the HONGKONG AND SHANGHAI BANKING CORPORATION, at their Premises, Queen's Road Central, Victoria, Hongkong, on or before the 15th day of November, 1901, in accordance with Article 24 of the Company's Articles of Association, Interest will be charged on the said 15th day of November, 1901, at the rate of \$10 per centum per annum, upon all Calls remaining unpaid after the said 15th day of November, 1901, up to the actual dates of payment of the same.
Shareholders are particularly requested to note that upon presentation at the Office of the Company of the Bankers' Receipt for payment of the Call, together with the Certificate of the Shares in respect of which the Call has been paid, an endorsement to that effect will be made upon the Certificate.
By Order of the Board of Directors.
W. H. GASKELL,
Secretary.
Hongkong, 15th October, 1901. [2623]

FOR SALE.
THE WALTER "KISMET," Winner of the Golden Stakes and Derby, Hongkong Meeting, 1901.
Apply to—
J. W. KEW,
No. 20, Des Vaux Road.
Hongkong, 19th September, 1901. [2333]

NOTICE.
THE Undersigned carry in Stock an extensive line of CIGARS and CIGARETTES from the "GERMINAL" FACTORY of Manila, for which they are Sole Agents in Hongkong. Prices moderate. Stock of specially selected quality. A trial solicited. Special Terms to Exporters.
T. M. STEVENS & CO.,
11, Duddell Street.
Hongkong, 2nd August, 1901. [1391]

INSURANCES

AACHEN AND MUNICH FIRE INSURANCE CO. OF AIX-LE-CHAPPEL.
THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.
REUTER, BRÖCKELMANN & CO.,
Agents.
Hongkong, 21st April, 1897. [14]

PHENIX FIRE OFFICE
The Undersigned are now prepared to GRANT POLICIES OF INSURANCE against FIRE at Current Rates.
DOUGLAS LAPRAIK & CO.,
Agents for the Phoenix Fire Office.
Hongkong, 17th August, 1897. [32]

"L'URBAINE" FIRE INSURANCE COMPANY, LD.
(Established 1838.)

THE Undersigned, having been appointed GENERAL AGENTS for the above Company, are prepared to ACCEPT RISKS at current rates.
P. LEMAIRE & CO.,
Hongkong, 7th February, 1901. [439]

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG
The Undersigned AGENTS of the above Company are prepared to ACCEPT First Class Foreign and Chinese Risks at Current Rates.
SIEMSEN & CO.,
Hongkong, 29th May, 1895. [31]

SUN INSURANCE OFFICE, LONDON
FOUNDED 1710.
The Undersigned having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.
SIEMSEN & CO.,
Agents.
Hongkong, 16th May, 1892. [30]

TRANSATLANTIC FIRE INSURANCE COMPANY OF HAMBURG
The Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.
SIEMSEN & CO.,
Agents.
Hongkong, 16th November, 1872. [29]

THE WESTERN ASSURANCE COMPANY OF TORONTO, CANADA.
INCORPORATED 1851.
CAPITAL ... \$410,000.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.
Wm. MEYERINK & CO.,
Agents.
Hongkong, 18th May, 1900. [285]

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.
HOTZ, SJACOB & CO.,
Hongkong, 2nd April, 1900. [33]

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.
TOTAL FUNDS at 31st DECEMBER, 1900, \$14,732,681.
I. AUTHORIZED CAPITAL ... \$3,000,000 0 0
SUBSCRIBED CAPITAL ... 2,750,000 0 0
PAID-UP CAPITAL ... 687,500 0 0
II. FINE FUNDS ... 2,938,718 14 4

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.
SHEWAN, TOMES & CO.,
Agents.
Hongkong, 3rd July, 1901. [1641]

SHOETHAND AND TYPEWRITING.
LESSONS can be had in the above Subjects at a Moderate Charge.
For further particulars, apply to—
CHAS. J. JUDAH,
Care of Daily Press Office.
Hongkong, 24th October, 1901. [2707]

NEW MUSICAL PUBLICATIONS.
MAESTRO A. CATTANEO.
GRAND MASS (with Organ Accep.)
No. 1 ALBUM (3 Songs, English & Italian).
No. 2 ALBUM (3 Songs).
The "LILY" Waltz and "ELIZA" Waltz.
NEW FEATURE—
Pocket Edition of Piano-forte Music including MARCH dedicated to Hongkong Volunteers and POLKA to Peak Residents.
To be had of all MUSIC DEALERS. [2688-2]

DENTISTRY
AT
No. 39, QUEEN'S ROAD CENTRAL.
CHADWICK KEW
(LATE OF POATE & NOBLE),
Hongkong, 15th September, 1899. [2345]

SCIENTING.
SURGEON DENTIST,
No. 10, D'AGUIAR STREET.
TERMS VERY MODERATE.
Consultation Free.
Hongkong, 23rd September, 1891. [2405]

H.F. CARMICHAEL
CONSULTING ENGINEER,
SURVEYOR AND CONTRACTOR,
QUEEN'S BUILDINGS.
TELEGRAMS: "CARMICHAEL," HONGKONG.
A B C Code, 4th Edition.
A 1 Code.
Lieber's Standard Code.
TELEPHONE, 232.
Hongkong, 21st June, 1901. [1554]

TO LET

TO LET.
NO. 1, STEWART TERRACE, the PEAK.
Apply to—
THE HONGKONG LAND INVESTMENT AND AGENCY CO., LD.
Hongkong, 17th July, 1901. [1799]

TO LET.
EUROPEAN HOUSES, Nos. 1, 2, 4, 5, 6, 7, and 8, WILD DELL, WANCHAI ROAD.
Apply to—
SANG KEE,
298, Des Vaux Road Central.
Hongkong, 29th October, 1901. [2753]

TO LET.
6 SEMI-EUROPEAN HOUSES, Nos. 20 to 25, PO HING FONG.
Apply to—
CHAU CHEUK PAN,
No. 8, Queen's Road West.
Hongkong, 16th October, 1901. [2642]

TO LET.
"FERNSIDE," No. 37, ROBINSON ROAD.
Apply to—
S. A. RAMJAHN,
Care of "The Sun" Mill Room.
Hongkong, 1st August, 1901. [1937]

TO LET.
THE GODOWN IN WEST POINT (Keady Town) known as Feather Factory, now occupied by the Hongkong and Kowloon Wharf and Godown Co., Ltd.
For particulars, apply to—
LAUTS, WEGENER & CO.,
Hongkong, 9th July, 1901. [1730]

TO LET.
TWO LARGE ROOMS, fronting Queen's Road Central, in Marine House, suitable for Offices.
ROOMS in Second Floor, Bonconfield Arcade.
Also FURNISHED HOUSE at the Peak, possession on 1st Nov. embor.
For Particulars, apply to—
TURNER & CO.,
Hongkong, 26th October, 1901. [2581]

TO LET.
A NICELY FURNISHED ROOM with Bath and Board, in Private Family. Splendid View and Very Healthy. First-class Table.
Address—
PEAK,
Care of Daily Press Office.
Hongkong, 11th October, 1901. [2588]

TO LET.
A SPACIOUS GODOWN, well built of Brick and Stone, at WANCHAI, MATHE-SON STREET.
Apply to—
CARLOWITZ & CO.,
Sales Office.
Hongkong, 10th September, 1901. [2302]

TO LET.
NO. 6, MOSQUE JUNCTION.
Apply to—
H. L. NORONHA,
Executor of the Estate of the late D. NORONHA.
Hongkong, 14th October, 1901. [2605]

TO LET.
A NEWLY ERECTED HOUSE at the East of Race-courses.
Apply to—
NG YUEN HING,
No. 9, Queen's Street, West Point.
Hongkong, 30th September, 1901. [2581]

TO LET.
HOUSES (now in course of erection and nearing completion) in a first-class business locality, DES VOUX ROAD CENTRAL, next to A. Back's Furniture Store.
Ground Floors suitable for Shops. Upper Floors have plastered ceilings and walls, and are very suitable for Offices.
Apply to—
J. S. LEE & CO.,
Care of WING CHEONG TAI,
240, Des Vaux Road West.
Hongkong, 5th October, 1901. [2550]

TO LET.
1ST, 2ND and 3RD FLOORS of No. 35, QUEEN'S ROAD CENTRAL, next to Messrs. LANE, CRAWFORD & CO., now nearing Completion. Suitable for Offices.
Apply to—
WING CHEONG,
Nos. 1 & 3, D'Aguiar Street.
Hongkong, 8th October, 1901. [2562]

TO LET.
A HOUSE in RIFON TERRACE.
"THE RETREAT," MOUNT KELLET.
Apply to—
THE HONGKONG LAND INVESTMENT AND AGENCY CO., LD.
Hongkong, 18th July, 1901. [66]

TO LET.
12 EUROPEAN HOUSES, Nos. 14, 18, 22, 26, 30, 34, 38, 42, 44, and 46, LEIGHTON HILL ROAD.
Apply to—
THE HONGKONG AND KOWLOON LAND AND LOAN CO., LD.,
No. 8, Queen's Road West.
Hongkong, 5th October, 1901. [2549]

TO LET.
GODOWN, No. 5A, DUDDELL STREET
Apply to—
THE HONGKONG LAND INVESTMENT AND AGENCY CO., LD.
Hongkong, 5th July, 1901. [1692]

TO LET.
MRS. GILLANDERS
"GLENWOOD,"
21, CAINE ROAD.
Hongkong, 20th September, 1900. [2403]

TO LET.
COMFORTABLY FURNISHED ROOMS, with Board.
Apply to Mrs. MATHER,
2, Pedder's Hill.
Hongkong, 1st January, 1899.

BANKS

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.
INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE—LONDON.
CAPITAL PAID-UP ... £2,800,000
RESERVE LIABILITY OF SHAREHOLDERS ... £280,000
RESERVE FUND ... £275,000

INTEREST allowed on Current Account at the rate of 2 1/2 per centum on the Daily balance.
On Fixed Deposits for 12 months 4 per cent
" " " 6 " " 3 1/2 " "
" " " 3 " " 3 " "
" T. H. WHITEHEAD,
Manager, Hongkong.
Hongkong, 9th July, 1901. [29]

THE BANK OF CHINA & JAPAN, LIMITED.
WORKING CAPITAL ... over £230,000
RESERVE LIABILITY OF SHAREHOLDERS ... fully £420,000
HOLDERS ... 2650,000

HEAD OFFICE
36, Nicholas Lane, London, E.C.
BRANCHES:
Hongkong, Shanghai, Singapore.
AGENCIES:
Yokohama, Kobe, Penang, Bombay, Calcutta, Madras, Colombo, Rangoon, Java, Lyons, and Paris.

BANKERS:
The Bank of England and the Capital and Counties Bank, Limited.
General Manager—F. C. Bishop

INTEREST ALLOWED.
On Current Accounts ... 2 per cent
Fixed Deposits 3 months ... 4 " "
" " 6 " " 4 1/2 " "
" " 12 " " 5 " "

The Bank buys, sells and receives for collection Bills of Exchange on, and transacts general Banking business with the above places.
J. W. R. TAYLOR,
Manager.
Hongkong, 1st June, 1901. [27]

THE NATIONAL BANK OF CHINA, LIMITED.
AUTHORIZED CAPITAL ... £1,000,000
PAID-UP CAPITAL ... £324,374

HEAD OFFICE—HONGKONG.
BOARD OF DIRECTORS.
CHAN KIT SHAN, Esq., C. EWENS, Esq.,
CHOW TUNG SHANG, Esq., J. T. LAUTS, Esq.,
Chief Manager,
GEO. W. F. PLATFAIR.

Interest for 12 Months Fixed ... 5 1/2 %
Hongkong, 23rd March, 1899. [24]

HONGKONG SAVINGS BANK.
THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.
INTEREST on deposits is allowed at 3 1/2 PER CENT per annum.
Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 PER CENT per annum.
For the HONGKONG AND SHANGHAI BANKING CORPORATION.
T. JACKSON,
Chief Manager.
Hongkong, 4th October, 1900. [28]

HONGKONG & SHANGHAI BANKING CORPORATION.
PAID-UP CAPITAL ... \$10,000,000
RESERVE FUND ... \$10,000,000
STEERING RESERVE ... \$10,000,000
SILVER RESERVE ... 3,750,000

RESERVE LIABILITY OF PROPRIETORS ... \$10,000,000

COURT OF DIRECTORS.
R. SHEWAN, Esq.—Chairman.
Hon. J. J. BELL-IRVING, Esq.—Deputy Chairman.
A. Haupt, Esq., H. Schübert, Esq.,
D. Meyer Mosses, Esq., N. A. Siebs, Esq.,
A. J. Raymond, Esq., H. W. Slade, Esq.,
R. L. Richardson, Esq., H. E. Tomkins, Esq.,
Paul Witkowski, Esq.

CHIEF MANAGERS:
Hongkong—SIR THOMAS JACKSON.
Shanghai—H. M. BEVIS, Esq.

LONDON BANKERS—LONDON AND COUNTY BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED.
On Current Account at the rate of 2 per Cent per Annum on the daily balance.
On FIXED DEPOSITS:
For 3 months, 2 1/2 per cent per Annum.
For 6 months, 3 1/2 per cent per Annum.
For 12 months, 4 per cent per Annum.
T. JACKSON,
Chief Manager.
Hongkong, 17th August, 1901. [24]

HUMPHREYS ESTATE AND FINANCE COMPANY, LIMITED.
CAPITAL, FULLY PAID-UP ... £1,000,000
RESERVE FUNDS ... £125,000

Directors:
J. S. VAN BUREN, Esq.,
C. EWENS, Esq.,
C. S. SHARP, Esq.,
H. W. SLADE, Esq.,
HO TUNG, Esq.

General Managers:
Messrs. JOHN D. HUMPHREYS & SON.
Bankers:
THE HONGKONG AND SHANGHAI BANKING CORPORATION.

THE Company is prepared to act as Special Agents or Attorneys, Liquidators, Executors or Administrators, as Trustees, Receivers, Home and Estate Agents for Residents or non-Residents, and on Commission, to buy or sell Property, to advance money against Mortgage, to invest funds in Mortgage or otherwise, to buy or sell Shares or Local Stocks, and generally to act for those who may be temporarily or permanently absent from the Colony.
JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, 1st February, 1901. [387]

BANKS

THE YOKOHAMA SPECIE BANK LIMITED.
ESTABLISHED 1880.
CAPITAL SUBSCRIBED ... Yen 24,000,000
CAPITAL PAID-UP ... " 18,000,000
CAPITAL UNPAID ... " 6,000,000
RESERVE FUND ... " 8,510,000

HEAD OFFICE—YOKOHAMA.
BRANCHES AND AGENCIES:
Tokio, Kobe, Nagasaki,
London, Lyons, New York,
San Francisco, Honolulu, Bombay,
Shanghai, Tientsin, Newchwang

LONDON BANKERS:
THE LONDON JOINT STOCK BANK, LIMITED
PARIS BANK, LIMITED.
THE UNION BANK OF LONDON, LIMITED.

HONGKONG—INTEREST ALLOWED.
On Current Account at the rate of 2 per cent per annum on the daily balance.
On fixed deposits for 12 months 5 1/2 per annum
" " 6 " " 4 1/2 " "
" " 3 " " 3 " "
" " " 3 " "
TAIRO HODSUMI,
Manager.
Hongkong, 2nd October, 1901. [711]

THE MERCANTILE BANK OF INDIA, LIMITED.
AUTHORIZED CAPITAL ... £1,500,000
SUBSCRIBED ... £1,125,000
PAID-UP ... £2,562,500
RESERVE FUND ... £40,000

LONDON JOINT STOCK BANK, LIMITED.
INTEREST allowed on Current Accounts at the rate of 2 1/2 per annum on the Daily balance.
On FIXED DEPOSITS—
For 12 months ... 4 1/2 %
" " 6 " " 4 " "
" " 3 " " 3 " "
J. THURBURN,
Manager, Hongkong.
Hongkong, 1st April, 1901. [25]

IMPERIAL BANK OF CHINA.
ESTABLISHED BY IMPERIAL DECREE OF THE 12th NOVEMBER, 1893.

SUBSCRIBED CAPITAL, Shanghai Tls. 5,000,000
PAID-UP CAPITAL ... " 2,500,000

HEAD OFFICE—SHANGHAI.
BRANCHES AND AGENCIES:
Canton, Hankow, Peking, Chinkiang, Penang, Chungking, Tientsin.

The Bank purchases and receives for collection Bills of Exchange drawn on the above places, and sells Drafts and Telegraphic Transfers payable at its Branches and Agencies.

HONGKONG BRANCH.
Advances made on approved securities. Bills Discounted.
INTEREST ALLOWED ON DEPOSITS
At 2 1/2 per annum on Current Account daily balances.
3 1/2 per annum on Fixed Deposits for 3 months.
4 1/2 " " " 6 " "
5 1/2 " " " 12 " "
E. W. RUTTER,
Manager.
Hongkong, 1st January, 1901. [26]

THE BANK OF TAIWAN (FORMOSA) LIMITED.
(INCORPORATED BY SPECIAL IMPERIAL CHARTER).
AUTHORIZED CAPITAL ... Yen 5,000,000
PAID-UP CAPITAL ... " 1,250,000

HEAD OFFICE—TAIPEI, FORMOSA.
JUTCHI SOTEDA, Esq., President.
Head Office Manager: HIROMI KAWASAKI, Esq.

BRANCHES AND AGENCIES:
Tokyo, Osaka, Kyoto, Yokohama, Kobe, Nagasaki, Hakodate, Moji, Tainan, London, New York, San Francisco, Hongkong, Amoy, Shanghai, Tientsin, Newchwang, Chemulpo, Fusan.

HEAD OFFICE—INTEREST ALLOWED.
On Current Account ... 5.475 % per annum
On Savings Bank 6.205 % " "
On Fixed Deposits—
For 3 months ... 6 1/2 % per annum
" " 6 " " 7 " per annum
" " 12 " " 7 1/2 " per annum

Credits granted on approved Securities and every description of Banking and Exchange business transacted.
Drafts granted on the chief commercial places both in Japan and abroad.
Further particulars may be obtained on application.
HIROMI KAWASAKI,
Manager.
Taipei, 5th October, 1900. [313]

DEUTSCH-ASIATISCHE BANK.
PAID-UP CAPITAL ... SE. Tls. 5,000,000

HEAD OFFICE—SHANGHAI.
BOARD OF DIRECTORS: BERLIN.

BRANCHES:
Berlin, Hankow, Tientsin, Tsingtau (Kiautschau).

LONDON BANKERS:
Messrs. N. M. ROTHSCHILD & SONS,
UNION BANK OF LONDON, LTD.
DEUTSCHE BANK (BERLIN), LONDON AGENCY
DIETION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account DEPOSITS received on terms which may be learned on application. Every description of Banking and Exchange business transacted.
E. F. GEOS,
Acting Manager.
Hongkong, 8th February, 19

NOTICES TO CONSIGNEES

OCEAN STEAMSHIP COMPANY.

CONSIGNEES per Company's Steamer

"MACHAON"
The only office in China having European
taught workmen. Equal to Home Work.

Optional Cargo will be landed unless notice
has been given prior to steamer's arrival.
Goods undelivered after the 2nd proximo
will be subject to rent. All damaged Goods
must be left in the Godowns, where they will be
examined at 11 A.M. on the 4th proximo.
No Fire Insurance has been effected.

BUTTERFIELD & SWIRE,
Agents.
Hongkong, 25th October, 1901. [15]

OCEAN STEAMSHIP COMPANY.

CONSIGNEES per Company's Steamer

"PROMETHEUS"
are hereby notified that the Cargo is being dis-
charged into Craft, and/or landed at the Go-
downs of the Hongkong and Kowloon Wharf
and Godown Company, Ltd., in both cases it
will be at Consignees' risk. The Cargo will be
ready for delivery from Craft or Godown on
and after the 25th inst.

Optional cargo will be landed unless notice
has been given prior to steamer's arrival.
Goods undelivered after the 2nd prox. will be
subject to rent. All damaged Goods must be
left in the Godowns, where they will be
examined at 11 A.M. on the 2nd prox.
No Fire Insurance has been effected.

BUTTERFIELD & SWIRE,
Agents.
Hongkong, 25th October, 1901. [15]

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship

"ARRATOON APCAR,"
having arrived from the above ports, Consignees
of Cargo are hereby informed that their Goods
will be delivered from alongside.

Cargo impeding the discharge will be landed
at once.
Cargo remaining on board after 2 P.M. on the
30th inst., will be landed at Consignees' risk
and expense into the Godowns of the Hongkong
and Kowloon Wharf and Godown Company,
Limited.

Consignees of Cargo from SINGAPORE
and PENANG are requested to take IM-
MEDIATE delivery of their Goods from
alongside, such Cargo impeding the discharge
of the vessel will be landed and stored at
Consignees' risk and expense.
No Fire Insurance will be effected.
Bills of Lading will be countersigned by
DAVID SASSOON, SONS & CO.,
Agents.
Hongkong, 25th October, 1901. [2745]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

FROM BOMBAY, COLOMBO AND

SUEZ.

Consignees of Cargo by the above-named
vessel are hereby informed that their Goods are
being landed and placed at their risk in the
Hongkong and Kowloon Wharf and Godown
Company's Godowns at Kowloon, where each
consignment will be sorted out Mark by Mark,
and delivery can be obtained as soon as the
Goods are landed.

This Vessel brings on Cargo—
From London, &c., 35 ss. Oceanic.
From Persia Gulf &c. B. I. S. N. and
B. & P. S. N. Co's Steamers.

Optional Goods will be landed here unless
instructions are given to the contrary before
2 P.M. To-day, 28th inst.

Goods not cleared by the 2nd proximo, at
4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in
any case whatever.
All damaged packages must be left in the
Godowns, and a certificate of the damage
obtained from the Godown Company within
ten days after the vessel's arrival here, after
which no claims will be recognised.

H. A. RITCHIE,
Superintendent.
Hongkong, 26th October, 1901. [1]

NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAINS, the AGENTS, nor the
OWNERS will be RESPONSIBLE for any
DEBT contracted by the Officers or the Crew
of the following Vessels during their stay in
Hongkong and Kowloon.

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—Arnold, Karberg & Co.

STATE OF MAINE, American ship, Colcord.

—Standard Oil Co.

W. H. CONNELL, American ship, Colcord.

—Standard Oil Co.

THE HONGKONG STEAM WATER

BOAT COMPANY, LIMITED.

THE above Company is prepared to supply
the shipping in Hongkong with PURE
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Call Flag W. J. W. KEW,
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20, Des Voeux Road.
Hongkong, 18th December, 1900.

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Have always on hand a Large Stock of
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AMERICAN PINE and FIR, BANGKOK
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Hongkong, 5th September, 1901. [2292]

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Hongkong, 26th March, 1901. [249]

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SHIPPERS.

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Extra Dry (Green Seal)
LAUTS, WEGENER & CO.,
Sole Agents.
Hongkong, 17th May, 1895. [1271]

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NAGASAKI.

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Used.

DOCK No. 1 (at TATEGAMI).

Extreme Length... 523 feet.

Length of Blocks... 513 "

Width of Entrance on Top... 59 "

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Water on Blocks at Spring Tide... 264 "

DOCK No. 2 (at MUKAJIMA).

Extreme Length... 371 feet.

Length of Blocks... 350 "

Width of Entrance on Top... 65 "

Width of Entrance on Bottom... 53 "

Water on Blocks at Spring Tide... 22 "

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Can take vessels up to 1,000 tons gross.

THE WORKS are well equipped with the

LATEST IMPROVEMENTS and can

execute any kind of work in SHIPBUILD-

ING and MARINE ENGINEERING as well

as in REPAIRING OF SHIPS.

The COMPANY has a POWERFUL SAL-

VAGE PLANT READY AT SHORT

NOTICE. [156]

C. E. WARREN,

BUILDING CONTRACTOR,
No. 34, WYNDHAM STREET.

SANITARY APPLIANCES SUPPLIED

AND FIXED. Specially Designed TRAPS

for Bathrooms and Verandahs in Stock.

Agent for MOSAIC TILES. Prices on

Application. [2499]

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COAL MERCHANTS,

have always on hand

LARGE STOCKS OF EVERY DESCRIPTION

OF COAL.

Address—Care of Messrs. KWONG SANG & Co

No. 144, DES VOEUX ROAD. [188]

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WYATT CARTER: A STUDY IN CRIME.

GORDON STABLES, M.D., R.N.
(Author of "A Girl from the States,"
"Shadows for Life," &c.)

CHAPTER I.

MAN OR DEMON?

In my mind's eye at this moment, I can see
Wyatt Carter as distinctly before me as I saw
him in reality on that dreary December even-

ing, when I dropped into his cosy parlour to
smoke a pipe with him and plain John Bingley.

Wyatt was a surgeon and physician. He was
forty years of age, had a fairly good practice in
the City of London, but had never aspired to
be a millionaire.

There was nothing
negative about the man; he had a very high
brow, owing to a little baldness; a somewhat
sore, though not thin face, and exceedingly
dark blue eyes. The peculiarity in his physiog-

omy was this: his temperamental muscles were
bumped upon his head and temples, and worked
in a dull but almost fearsome way when eating,
while even his ears moved.

John was his almost constant companion of
an evening. He was about twenty-eight, fair
hair and skin, blue eyes, a sweet face indeed, a
thorough Saxon, and tall, but absurdly quiet,
though easily made to smile. In business of
some kind, I never knew what.

At the time the hotel story commences, I had
known my friend for about a year, but then
on a spell of sick leave after long service in
Africa and India. It was in a terrible railway
smash in a northern county about fifty miles
from the City of London. The train, at an
angry turn, was hurled off the line into a stream
some five and twenty feet below. Five were
killed outright, including the driver, and no
fewer than twenty were wounded. As it by a
miracle, the couplings broke, and the last two
carriages plunged steadily.

It was on a dark July night. Dark only,
because a heavy thunderstorm was raging; I
was about the first medical man on the spot.
No, not the first. Wyatt Carter was there, he
had been in one of the last carriages. Wyatt
was revealed to me among the wreckage by a
more than usually vivid stream of lightning.
He stood against the flash as it were, in white
shirt and trousers. He was hatless, and both
shirt and hands were splashed with blood. Oh,
not his own; he was working very hard indeed,
and I can still find through his instrumentality
that night, many precious lives were saved.

Under my directions, branches of trees were
cut down and litters formed, and by sunrise on
that lovely summer's morning, we had all the
wounded safe in some adjoining cottages.

There was something strange about this ac-
cident, which created a good deal of sensation at
the time, but which never being cleared up, I
soon forgot. The very last man to arrive at
the London departure station had been a gentle-
man with a bag which he placed in charge of
the guard, and for which he took a receipt.
The bag contained a consignment of diamonds,
etc., to the value of £7,000, and was to be
delivered up at Liverpool for shipment to
America.

After the accident, the bag was never seen
again, nor any of its precious contents.

On that December evening when I dropped
in to smoke with Wyatt and John, the former
was in an exceedingly good humour, and was
banning his quiet friend.

I took little notice for a considerable time,
being much interested in the leading article of
a Medical Journal. I began to study the ceil-
ing at last, however, and smoke, and I could
then listen to the conversation, or rather the
end of it.

Wyatt Carter had curious ways with him,
and never hesitated to talk nonsense if it made
others laugh, or to discuss the most abstruse
subjects with seeming gravity, just to pass the
time away. He was a man who was powerful
and most persuasive in argument. The curious
thing about his gift was that it did not matter
which side of the question he undertook to cham-
pion, he was equally well entrenched on both.

That night after a long talk with his young
friend, he burst into a fit of merry laughter,
and sitting up, drew a big harp towards him
and commenced to play.

"Only an impromptu from a dream I dreamt
last night," he said, looking half round a few
seconds after. I was struck dumb. Never be-
fore nor since have I heard such a piece of
music played. What a strange melody it was of
rollicking gaiety and sadness, of melodious,
uproarious mirth and madness! And as he
played his face twitched, his eyes shone darker,
his ears moved visibly, and these terrible tem-
poral muscles of his seemed to take charge,
and change every feature on his face. I could have
sworn it was no man that was playing that
instrument, but a demon. Softer and softer,
further and further away the music seemed to
float and soon was heard no more.

I glanced up. Carter's face was deadly pale,
and the sweat stood in great drops on his high
white forehead.

"Wyatt," I said, with some concern, "are
you ill?"

"No—no. Did I say anything? I've
been in a kind of trance."

"You did not speak," I answered, "the harp
did. For God's sake, Wyatt, put it away."

I used to drive with this physician sometimes
in his beautiful buggy; silent in wheels it was,
and the splendid jet-black mare was shod with
an india-rubber composition. There was not a
buckle to ring, nor curb to rattle. The buggy
itself was black, picked out with red, so too was
the harness, and on the country roads so silently
did we glide along that when not talking we
could hear the low wind whistling through the
tree-tops.

It occurs to me to make another remark
here; it tends to bring the man's character
further forwards into the light. He seemed
very fond of children. He would draw the
little son or daughter of a patient towards him,
speak a few words that made it laugh, then
gently kiss it on the hair.

"Did you ever have any children of your
own, Wyatt?" I said once, while gliding along
in the buggy.

"One," he said, carelessly, "a boy."

"He died?"

"No. It was an idiot child. It would have
lived, but—I did not permit it."

Time flew, and I had to bid my friends fare-
well, and return to my duties on board ship,
and it was not until after a lapse of three years
that I found myself once more in England and
entitled to a long spell of leave.

I was enjoying it as sailor-officers do, fishing,
shooting, visiting and just making the very
most of my time, and my home.

At a country house, where I resided for a
week or two, there was but little to do in the
evening except to read the daily papers.

It was while so engaged that my eye fell
upon a paragraph with the semi-sensational
heading, "Police still baffled."

"I don't think it takes very much to baffle a
policeman," I said to my host after reading it
aloud.

"Oh," he replied, "that affair will never be
found out, though. Like everyone else, I have
my own ideas on the subject."

"You see," he went on, "the more advanced
we become in science and art, and the more
brain is cultivated at the expense of body, the
more studied become the methods of intrigue,
of murder and of suicide."

"Suicide is surely out of the question in this
case," I ventured.

"You were not in England at the time," he
continued, taking little heed of my remark,
"but the facts are the following: Briefly, then,
Mrs. Dewar and her husband lived in a beauti-
ful house outside the city of London."

I listened intently now.

He was a retired Army Officer. She the
only daughter of a solicitor, young and beauti-
fully possessed of a fortune in her own rights,
£50,000 in all. Had one child, which died at
birth. People say they were very happy—this
ill-matched couple. There are strange rum-
ours to the contrary, and scenes had been reported
by the servants which seem to prove that there
was jealousy on his side and deadly hatred on
hers. Now listen, Colonel Dewar entered his
wife's room one morning early and found it in
considerable disorder; it appeared that there
had been a scuffle. There were torn garments,
an overturned chair or two, one of which had
been grazed by a blood-stained hand. There
were drops of blood on the stair.

While still standing in the room dazed and
puzzled, a knocking was heard at the hall-door.
It was the police. Mrs. Dewar's body, or a
body supposed to be hers, had been found by
the gardener in a secluded spot in the grounds.
A trench had been dug around the spot where
it lay, half covered with charred pine-tree
branches. The trench, the spot where the body
lay, had been soaked with paraffin, and an
empty cullion flask was found near by; the
remains of the corpse were so burned that the
cause of death could not be discovered. Identifi-
cation was possible only from the semi-metal
rings on the fleshless fingers. There were
traces of blood from the spot where the corpse
lay all the way to the stair-case which led to
Mrs. Dewar's room."

"This was an undoubted case of—"

"Wait," interrupted my friend, "better hear
all the story. No portion of the lady's fortune
could be traced after death."

"Murder," I said, emphatically.

"And suicide, I say," cried the squire, "Suicide
up to date, its method planned with a pur-
pose."

(To be continued.)

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Vallet or the Maid to ask

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(PARIS),

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LONDON. [2752]

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ANY OUTSTANDING CLAIMS against

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C. M. BHSANIA & CO.,

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Hongkong, 25th October, 1901. [2718]

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1. From Green Island to the Harbour Master's
2. From Harbour Master's to Blake Pier.

3. From Blake Pier to Naval Yard.
4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & REG	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON	Ceylon	Brit. str.	2 m.	W. Hayward, R.N.R.	BUTTERFIELD & SWIRE	On 2nd November, at Noon.
LONDON, &c. via Ports of Call.	Coromandel	Brit. str.	2 m.	F. W. Vibert, R.N.R.	P. & O. S. N. Co.	On 9th Nov., at Noon.
LONDON	Nestor	Brit. str.	2 m.	W. Hayward, R.N.R.	BUTTERFIELD & SWIRE	On 12th November.
LONDON	Machao	Brit. str.	2 m.	W. Hayward, R.N.R.	BUTTERFIELD & SWIRE	On 28th November.
LONDON	Achilles	Jap. str.	2 m.	R. Trent	BUTTERFIELD & SWIRE	On 10th December.
LONDON & ANTWERP via MARSEILLES, &c.	Awa Maru	Brit. str.	2 m.	W. Hayward, R.N.R.	NIPPON YUSEN KAISHA	On 1st Nov., at Daylight.
LIVERPOOL DIRECT	Dardanus	Brit. str.	2 m.	W. Hayward, R.N.R.	BUTTERFIELD & SWIRE	On 15th November.
MARSEILLES & LONDON, &c. via SINGAPORE, &c.	Salazie	Brit. str.	2 m.	W. Hayward, R.N.R.	BUTTERFIELD & SWIRE	On 15th November.
BREMEN, via Ports of Call.	Kanaka Maru	Jap. str.	2 m.	W. Hayward, R.N.R.	MESSAGERIES MARITIMES	On 4th Nov., at 1 p.m.
HAVRE & HAMBURG	Bamburgh	Ger. str.	2 m.	W. Hayward, R.N.R.	NIPPON YUSEN KAISHA	On 1st Nov., at Daylight.
HAVRE & HAMBURG	Sevovia	Ger. str.	2 m.	W. Hayward, R.N.R.	MELOHERS & CO.	On 2nd November.
HAVRE & HAMBURG	Marburg	Ger. str.	2 m.	W. Hayward, R.N.R.	HAMBURG-AMERIKA LINIE	On 18th November.
HAVRE & HAMBURG	Suevia	Ger. str.	2 m.	W. Hayward, R.N.R.	HAMBURG-AMERIKA LINIE	On 14th December.
HAVRE & HAMBURG	Nuernberg	Ger. str.	2 m.	W. Hayward, R.N.R.	HAMBURG-AMERIKA LINIE	On 28th December.
HAVRE & HAMBURG	Starnberg	Ger. str.	2 m.	W. Hayward, R.N.R.	HAMBURG-AMERIKA LINIE	On 6th January.
HAVRE & HAMBURG	Starnberg	Ger. str.	2 m.	W. Hayward, R.N.R.	HAMBURG-AMERIKA LINIE	On 13th January.
NEW YORK via PORTS & SUEZ CANAL	Manuel Laguno	Amr. ship.	1 m.	W. Hayward, R.N.R.	DOUGLAS & LAFAIR & CO.	On 15th November.
NEW YORK	Claverdale	Ger. str.	2 m.	W. Hayward, R.N.R.	DOUGLAS & LAFAIR & CO.	On or about 25th inst.
NEW YORK via SUEZ CANAL	Adana	Brit. str.	2 m.	W. Hayward, R.N.R.	DOUGLAS & LAFAIR & CO.	On 12th November.
VANCOUVER via SHANGHAI, &c.	Tartar	Brit. str.	2 m.	W. Hayward, R.N.R.	CANADIAN PACIFIC R. CO.	On 6th November.
VICTORIA, B.C. & TACOMA via SHANGHAI, &c.	Empress of India	Brit. str.	2 m.	W. Hayward, R.N.R.	CANADIAN PACIFIC R. CO.	On 20th Nov., at Noon.
VICTORIA (B.C.) & SEATTLE & TACOMA	Glenogle	Brit. str.	2 m.	W. Hayward, R.N.R.	DOUGLAS & LAFAIR & CO.	On 1st November.
VICTORIA (B.C.) & SEATTLE & TACOMA	Tona Maru	Brit. str.	2 m.	W. Hayward, R.N.R.	DOUGLAS & LAFAIR & CO.	On 18th Nov., at 4 p.m.
PORTLAND (OR.) via SHANGHAI, &c.	Opack	Brit. str.	2 m.	W. Hayward, R.N.R.	DOUGLAS & LAFAIR & CO.	Quick despatch.
SAN FRANCISCO via SHANGHAI, &c.	Knights Companion	Amr. str.	2 m.	W. Hayward, R.N.R.	DOUGLAS & LAFAIR & CO.	On or about 14th Nov.
SAN FRANCISCO via SHANGHAI, &c.	Peru	Jap. str.	2 m.	W. Hayward, R.N.R.	DOUGLAS & LAFAIR & CO.	On 12th Nov., at Noon.
SAN DIEGO, &c. via MOJI, &c.	Nippon Maru	Jap. str.	2 m.	W. Hayward, R.N.R.	DOUGLAS & LAFAIR & CO.	On 20th November.
AUSTRALIAN PORTS	Changsha	Brit. str.	2 m.	W. Hayward, R.N.R.	DOUGLAS & LAFAIR & CO.	To-day.
AUSTRALIAN PORTS	Guthrie	Brit. str.	2 m.	W. Hayward, R.N.R.	DOUGLAS & LAFAIR & CO.	On 10th November.
AUSTRALIAN PORTS	Kasuga Maru	Jap. str.	2 m.	W. Hayward, R.N.R.	DOUGLAS & LAFAIR & CO.	On 21st Nov., at Noon.
AUSTRALIAN PORTS	Marquis Bacquehem	Aus. str.	2 m.	W. Hayward, R.N.R.	DOUGLAS & LAFAIR & CO.	On 10th November, at 4 p.m.
TRIESTE via SINGAPORE, &c.	Kurdistan	Brit. str.	2 m.	W. Hayward, R.N.R.	DOUGLAS & LAFAIR & CO.	On 10th November, at 4 p.m.
YOKOHAMA & KOBE	Borneo	Brit. str.	2 m.	W. Hayward, R.N.R.	DOUGLAS & LAFAIR & CO.	On 10th November, at 4 p.m.
YOKOHAMA via SHANGHAI & KOBE	Wakasa Maru	Jap. str.	2 m.	W. Hayward, R.N.R.	DOUGLAS & LAFAIR & CO.	On 10th November, at 4 p.m.
YOKOHAMA via SHANGHAI & KOBE	Kumano Maru	Jap. str.	2 m.	W. Hayward, R.N.R.	DOUGLAS & LAFAIR & CO.	On 10th November, at 4 p.m.
YOKOHAMA via SHANGHAI & KOBE	Kanagawa Maru	Jap. str.	2 m.	W. Hayward, R.N.R.	DOUGLAS & LAFAIR & CO.	On 10th November, at 4 p.m.
YOKOHAMA via SHANGHAI & KOBE	Rosetta Maru	Jap. str.	2 m.	W. Hayward, R.N.R.	DOUGLAS & LAFAIR & CO.	On 10th November, at 4 p.m.
YOKOHAMA via SHANGHAI & KOBE	Miki Maru	Jap. str.	2 m.	W. Hayward, R.N.R.	DOUGLAS & LAFAIR & CO.	On 10th November, at 4 p.m.
YOKOHAMA via SHANGHAI & KOBE	Kweiyang	Brit. str.	2 m.	W. Hayward, R.N.R.	DOUGLAS & LAFAIR & CO.	On 10th November, at 4 p.m.
YOKOHAMA via SHANGHAI & KOBE	Tsina	Brit. str.	2 m.	W. Hayward, R.N.R.	DOUGLAS & LAFAIR & CO.	On 10th November, at 4 p.m.
YOKOHAMA via SHANGHAI & KOBE	Peikin	Brit. str.	2 m.	W. Hayward, R.N.R.	DOUGLAS & LAFAIR & CO.	On 10th November, at 4 p.m.
YOKOHAMA via SHANGHAI & KOBE	Ballaarat	Brit. str.	2 m.	W. Hayward, R.N.R.	DOUGLAS & LAFAIR & CO.	On 10th November, at 4 p.m.
YOKOHAMA via SHANGHAI & KOBE	Bayern	Ger. str.	2 m.	W. Hayward, R.N.R.	DOUGLAS & LAFAIR & CO.	On 10th November, at 4 p.m.
YOKOHAMA via SHANGHAI & KOBE	Maidzur Maru	Jap. str.	2 m.	W. Hayward, R.N.R.	DOUGLAS & LAFAIR & CO.	On 10th November, at 4 p.m.
YOKOHAMA via SHANGHAI & KOBE	Anping Maru	Jap. str.	2 m.	W. Hayward, R.N.R.	DOUGLAS & LAFAIR & CO.	On 10th November, at 4 p.m.
YOKOHAMA via SHANGHAI & KOBE	Daig Maru	Jap. str.	2 m.	W. Hayward, R.N.R.	DOUGLAS & LAFAIR & CO.	On 10th November, at 4 p.m.
YOKOHAMA via SHANGHAI & KOBE	Haichang	Brit. str.	2 m.	W. Hayward, R.N.R.	DOUGLAS & LAFAIR & CO.	On 10th November, at 4 p.m.
YOKOHAMA via SHANGHAI & KOBE	Haichang	Brit. str.	2 m.	W. Hayward, R.N.R.	DOUGLAS & LAFAIR & CO.	On 10th November, at 4 p.m.
YOKOHAMA via SHANGHAI & KOBE	Kanagawa Maru	Jap. str.	2 m.	W. Hayward, R.N.R.	DOUGLAS & LAFAIR & CO.	On 10th November, at 4 p.m.
YOKOHAMA via SHANGHAI & KOBE	Yusen Maru	Jap. str.	2 m.	W. Hayward, R.N.R.	DOUGLAS & LAFAIR & CO.	On 10th November, at 4 p.m.
YOKOHAMA via SHANGHAI & KOBE	Diamante	Brit. str.	2 m.	W. Hayward, R.N.R.	DOUGLAS & LAFAIR & CO.	On 10th November, at 4 p.m.
YOKOHAMA via SHANGHAI & KOBE	Changsha	Brit. str.	2 m.	W. Hayward, R.N.R.	DOUGLAS & LAFAIR & CO.	On 10th November, at 4 p.m.
YOKOHAMA via SHANGHAI & KOBE	Arratoon Afcar	Brit. str.	2 m.	W. Hayward, R.N.R.	DOUGLAS & LAFAIR & CO.	On 10th November, at 4 p.m.
YOKOHAMA via SHANGHAI & KOBE	Mazagon	Jap. str.	2 m.	W. Hayward, R.N.R.	DOUGLAS & LAFAIR & CO.	On 10th November, at 4 p.m.
YOKOHAMA via SHANGHAI & KOBE	Hiroshima Maru	Jap. str.	2 m.	W. Hayward, R.N.R.	DOUGLAS & LAFAIR & CO.	On 10th November, at 4 p.m.

SHIPPING.

ARRIVALS.

Oct. 28, YUENSANG, British str., 1,128, P. H. Rofe, Manila 26th Oct., General—JARDINE, MATHESON & CO.
Oct. 29, APENADE, German str., 611, Lorenzen, Haiphong 25th October, General—JARDINE, MATHESON & CO.
Oct. 29, ELABRO, British str., 1,453, K. Livingstone & Co.
Oct. 29, DEUTEROS, German str., 1,001, F. Hahn, Saigon 23rd Oct., Rice—SIMPSON & CO.
Oct. 29, HAICHONG, British str., 1,276, W. Davis, Foochow 27th Oct. Amoy 28th, General—DOUGLAS LAFAIR & CO.
Oct. 29, HAICHONG, British str., 783, H. Bathurst, Thanes 25th October, Amoy 27th and Swatow 28th, General—DOUGLAS LAFAIR & CO.
Oct. 29, RUE, French str., 704, Godinau, Haiphong and Kwongchow 28th October.
Oct. 29, MUTTRA, British str., 4,464, D. C. MacIntyre, Taku 19th Oct. and Shanghai 27th.
Oct. 29, NUEN TUNG, German str., 1,241, C. Schoenberg, Yap 19th Oct., General—MEYER & CO.
Oct. 29, FRICKTON, U.S. gunboat, 1,000, Selfridge, Canto, Luzon (P.I.) 26th Oct.
Oct. 29, SACHSEN, German str., 5,026, Franke, Shanghai 26th October and Foochow 28th, Mail and General—MEYER & CO.
Oct. 29, TAICHONG, German str., 828, H. Ahrens, Manila 26th October, Ballast—MEYER & CO.

CLEARANCES.

At the Harbour Master's Office.
29th October.
Doric, American str., for San Francisco.
Haitan, British str., for Swatow.
Kohstehang, German str., for Swatow.
Michael Jensen, German str., for Swatow.
Woonung, British str., for Ningpo.

DEPARTURES.

29th October.
Doric, British str., for San Francisco.
Haitan, British str., for Coast Ports.
ITRIA, British transport, for Calcutta.
KOHSTEHANG, German str., for Swatow.
MICHAEL JENSEN, German str., for Haiphong.
SATSUMA, British str., for Manila.
WOONUNG, British str., for Ningpo.

VESSELS IN DOCK.

28th October.
WOLVON Dock, Canton River, Eleono, H.M.S. Argonaut, H. J. Archibald, Kwanlung, Tacoma, Chofu, Hama Menzell, H.M.S. Hunter, H.M.S. Sandpiper, Tachung.

SHIPPING REPORTS.

The British steamer *Mutter*, from Taku 19th inst. and Shanghai 27th, had fine weather throughout.
The German steamer *Deuteros*, from Saigon 23rd inst., had heavy gale from W. to S.W. with high N.E. sea.
The British steamer *Yuen Sang*, from Manila 26th inst., had strong monsoon winds and rough sea towards Pratas Shoal; thence to port moderate winds and sea from N.E. and N.
The British steamer *Berlin*, from Saigon 24th inst., had fresh to strong variable wind till 27th, thence to moderate monsoon to port; heavy confused sea most of passage.
The British steamer *Haichong*, from Foochow 27th inst. and Amoy 28th, had strong N.E. monsoon and considerable sea throughout with fine and clear weather. Vessels in Amoy—H.M.S. *Albion*, French gunboat *Frans*, str. *Thales*, *Estimada*, *Glenfallach* Hongkong, *Peronia* and *Wineford*.
The British steamer *Haichong*, from Tamsui 26th inst. via Amoy and Swatow 28th, had strong N.E. winds, high following sea and strong sky to Amoy. From Amoy to Swatow fresh breeze from N.E. to W.N.W. and high following sea. From Swatow to port moderate winds from N.E. to W., smooth sea and fine weather. Vessels in Amoy—H.M.S. *Albion*, str. *Swatow*, *Glenfallach* and *Wineford*. In Swatow—*Sirs Ningpo*, *Chofu*, *Taiwan*, *Taipei* and *Shanghai*.

VESSELS ON THE BERTH

FOR YOKOHAMA AND KOBE.

THE Steamship
"KURDISTAN"
will be despatched for the above ports TO-DAY, the 30th inst., at NOON.
For Freight and further information, apply to—
DODWELL & CO., LTD.,
Agents,
Hongkong, 29th October, 1901. [2722]

THE OSAKA SHOSHEN KAISHA, LIMITED.
FOR ANPING (via SWATOW AND AMOY).
THE Company's Steamship
"MAIDZURU MARU"
Capt. K. Suzuki, will be despatched for the above ports TO-DAY, the 30th inst.
For Freight or Passage, apply to
THE MITSUI BUSSAN KAISHA, Agents,
Hongkong, 17th October, 1901. [18]

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE
ATCHESON, TOPEKA AND SANTA FE RAILROAD CO.
PROPOSED SAILINGS FROM
HONGKONG TO SAN DIEGO
AND SAN FRANCISCO,
VIA INLAND SEA OF JAPAN AND HONOLULU.
TAKING CARGO AND PASSENGERS
TO JAPAN PORTS AND
HONOLULU.
THE UNITED STATES,
MEXICO, CENTRAL AND SOUTH AMERICA, &c.

* S.S. "STRATHGYLE" ... On 30th October.
S.S. "KYARVEN" ... On 1st December.
S.S. "TIVRA" ... On 20th December.

THE Steamship "STRATHGYLE" will be despatched for SAN DIEGO and SAN FRANCISCO via SAN JOSE, YOKOHAMA and HAKODATE, on WEDNESDAY, the 30th October.
Through Bills of Lading issued to any point in the United States.
Cargo will be received on board until 5 p.m. the day previous to sailing. Parcel Packages will be received at the Office until the same time. All parcels should be marked to address in full. Value of same is required.
Consular Invoices, to accompany Cargo destined to points beyond SAN DIEGO, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.
NOTE.—This steamer will also call at HAKODATE on her way from Yokohama to San Diego.
For further information as to Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents,
Hongkong, China and Japan.
Hongkong, 24th October, 1901. [14]

THE CHINA & MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA DIRECT.
THE Company's Steamship
"DIAMANTE,"
Capt. J. Rattenbury, will be despatched for the above port TO-MORROW, the 31st inst., at 5 p.m.

The attention of Passengers is directed to the excellent accommodation provided by this steamer. She is fitted throughout with Electric Light.
For Freight or Passage, apply to
SHEWAN, TOMES & CO.,
General Managers,
Hongkong, 28th October, 1901. [2744]

HAMBURG-AMERIKA LINIE.
NORDDEUTSCHER LLOYD.

OSTASIATISCHER FRECHTDAMPFER DIENST.

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, Oporto, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS in the LEVANT, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.)

PROPOSED SAILINGS FROM HONGKONG.
SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
BAMBERG	HAVRE & HAMBURG (Calling at Singapore and Colombo)	On 2nd Nov. Freight.
Capt. Zurbornsen		
SEGOWIA	HAVRE, BREMEN & HAMBURG (Calling at Singapore and Penang)	On 16th Nov. Freight.
Capt. Forck		
MRBURG	HAVRE & HAMBURG (Calling at Singapore and Colombo)	On 30th Nov. Freight.
Capt. Zachariae		
SUEVIA	HAVRE & HAMBURG (Calling at Singapore and Penang)	On 14th Dec. Freight.
Capt. Borek		
SERBIA	HAVRE & HAMBURG (Calling at Singapore and Colombo)	On 28th Dec. Freight.
Capt. Brohm		
NUERNBERG	HAVRE & HAMBURG (Calling at Singapore and Penang)	On 6th Jan., 1902.
Capt. Mayer		
STRASSBURG	HAVRE & HAMBURG (Calling at Singapore and Colombo)	On 13th Jan., 1902.
Capt. Madson		

For Further Particulars, apply to
HAMBURG-AMERIKA LINIE,
HONGKONG OFFICE,
QUEEN'S BUILDINGS, No. 1. [1051]

CANADIAN PACIFIC RAILWAY CO.'S
ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA AND THE UNITED STATES.

CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.
SAFETY. SPEED. PUNCTUALITY.
"Empress" Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 19 knots.
SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.

PROPOSED SAILINGS FROM HONGKONG.
(SUBJECT TO ALTERATION.)

* "TARTAR," 4,425 Tons, Comdr. E. Beetham, R.N.R. ... WEDNESDAY, 8th Nov. 1901
"EMPEROR OF INDIA," Comdr. O. P. Marshall, R.N.R. ... WEDNESDAY, 20th Nov. 1901
"EMPEROR OF JAPAN," 3,882 Tons, Capt. H. Mowatt ... WEDNESDAY, 4th Dec. 1901
"EMPEROR OF JAPAN," Comdr. H. Pybus, R.N.R. ... WEDNESDAY, 18th Dec. 1901
"EMPEROR OF CHINA," Comdr. R. Archibald, R.N.R. ... WEDNESDAY, 15th Jan. 1902

THE magnificent TWIN-SCREW STEAMSHIPS of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA to VAN COUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL OVERLAND TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.
Passengers Booked through to all principal points on 1 AROUND THE WORLD. Returns tickets to various points at reduced rates, Good for 4, 6, 9, and 12 months.
SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval and Military, Diplomats, and Civil Services, and to European Officials in the Service of China and Japan Governments.
The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS (second to none in the World), the LUXURANCE OF ITS TRANS-PACIFIC JOURNEY, the excellent First Class Cabin accommodation, the "ATHLETIC" TRAINS (the Company having received the highest award for same at recent Chicago World Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

SPECIAL EXTRA SERVICE.

The Company's Steamships "TARTAR" and "ATHLETIC" have now been placed on the Line between CHINA and JAPAN PORTS and VANCOUVER, as additional sailings, taking Cargo and Passengers for all points in CANADA and the UNITED STATES. In addition to the excellent First Class Cabin accommodation, the "ATHLETIC" takes 2nd Cabin Passengers with accommodation unequalled on the Pacific, also Steerage.

The "TARTAR" takes First Class and Steerage Passengers only. The run is usually made between YOKOHAMA and VANCOUVER in 14 Days.
For further information, Maps, Guides, Books, Rates of Passage and Freight, apply to
D. E. BROWN, General Agent,
Pedder's Street. [10]

Hongkong, 1st October, 1901.

NIPPON YUSEN KAISHA
(THE JAPAN MAIL STEAMSHIP COMPANY).PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.
STEAMERS.

STEAMERS.	DESTINATIONS.	SAILING DATES.
AWA MARU	LONDON and ANTWERP, via MARSEILLES, SINGAPORE, PENANG, COLOMBO & PORT SAID	FRIDAY, 1st November, at Daylight.
E. Trent		
MIKE MARU	MOJI, KOBE and YOKOHAMA	TUESDAY, 5th November, at Noon.
M. Yagi		
WAKASA MARU	KOBE and YOKOHAMA	FRIDAY, 8th November, at Daylight.
J. B. Macmillan		
HIROSHIMA MARU	BOMBAY via SINGAPORE and COLOMBO	FRIDAY, 8th November, at Noon.
T. Mura		
KUMANO MARU	KOBE (DIRECT)	SUNDAY, 10th November, at Noon.
E. W. Haswell		
KAMAKURA MARU	MARSEILLES, LONDON, and ANTWERP, via SINGAPORE, PENANG, COLOMBO & PORT SAID	FRIDAY, 15th November, at Daylight.
H. Petersen		
TOSA MARU	VICTORIA, B.C. and SEATTLE, U.S.A. via SHANGHAI, MOJI, KOBE & YOKOHAMA	MONDAY, 18th November, at 4 p.m.
S. J. G. Parsons		
KANAGAWA MARU	NAGASAKI, KOBE and YOKOHAMA	WEDNESDAY, 20th November, at Daylight.
J. MacKenzie		
ROSETTA MARU	NAGASAKI, KOBE and YOKOHAMA	FRIDAY, 22nd November, at Noon.
N. Tate		
KASUGA MARU	SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	FRIDAY, 22nd November, at 4 p.m.
H. Fraser		

Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada, and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.
For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, First Floor, Chater Road.
A. S. MIHARA, Manager. [13]

Hongkong, 23rd October, 1901.

NORTHERN PACIFIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, via SHANGHAI, INLAND SEA OF JAPAN, KOBE and YOKOHAMA.

FOR VICTORIA, B.C. AND TACOMA IN CONNECTION WITH THE NORTHERN PACIFIC RAILWAY COMPANY.

Steamer.	Tons.	Captain.	Proposed Sailing.
GLENOGLE	3,750	W. Frakes	November 1st
CLAVERING	3,325	J. Barker	November 14th
BRAMMAR	3,601	J. W. Walker	November 26th
WIEFIELD	3,235	G. Cartner	December 10th

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.
HONGKONG to LONDON, 232.
Excellent accommodation. First-class Table. Doctor and Stewardess carried.
Passengers to EUROPE may proceed by one of the First-Class ATLANTIC MAIL LINES.

HONGKONG to NEW YORK, 248.
The Railroad travelling is second to none on the American Continent; two trans-continental trains daily from Tacoma; Dining Car is attached to trans-continental trains day and night; TACOMA to NEW YORK in 44 days. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route.
HONGKONG to VICTORIA and TACOMA, 236.
The best route to the KODIACK GOLD FIELDS. Frequent sailings from VICTORIA and TACOMA to DYER and St. MICHAEL.
Rates of Passage to other points on application.
A Special Rate allowed to members of Government Services.
For further information as to Passage or Freight, apply to
DODWELL & CO., LIMITED,
General Agents.

Hongkong, 2nd October, 1901. [11]

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR YOKOHAMA, SHANGHAI, AND KOBE (Passing through the Inland Sea)
BORNEO ... About 1st November } Freight or Passage.
D. C. GREGOR, R.N.R. ... November }
CEYLON ... Noon, 2nd November

VESSELS ON THE BERTH

OCEAN STEAMSHIP COMPANY.

OUTWARDS.		DATE
GLASGOW and LIVERPOOL.	"ACHILLES"	On 6th November.
GLASGOW and LIVERPOOL.	"GLAUCUS"	On 15th November.
GLASGOW and LIVERPOOL.	"IXION"	On 21st November.
HOMEWARDS.		TO SAIL
LONDON	"NESTOR"	On 12th November.
LONDON	"MACHAON"	On 26th November.
LONDON	"ACHILLES"	On 10th December.
LIVERPOOL DIRECT	"DARDANUS"	On 15th November.
(Taking Cargo at London Rates)		
LIVERPOOL DIRECT	"IXION"	On 15th December.
(Taking Cargo at London Rates)		

The S.S. "MACHAON" from GLASGOW and LIVERPOOL, has arrived, and will leave for SHANGHAI this evening.

For Freight, apply to
BUTTERFIELD & SWIRE,
AGENTS O. S. S. Co.

Hongkong, 29th October, 1901.

CHINA NAVIGATION CO., LIMITED.

FOR SHANGHAI and KOBE.		STEAMERS	TO SAIL
TIENSIN		"TSINAN"	On 30th October.
IOLO and CEBU		"KWEIYANG"	On 5th November.
MANILA		"KAIFONG"	On 8th November.
PORT DARWIN, THURSDAY		"CHANGSHA"	On 10th November.
ISLAND, COAST TOWNS, VILLAGE, BRISBANE, SYDNEY and MELBOURNE			

* The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is carried.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 29th October, 1901.

IMPERIAL GERMAN MAIL LINE.

STEAM FOR SHANGHAI, NAGASAKI, HIOGO AND YOKOHAMA.
THE Imperial German Mail Steamship
"BAYERN,"
OF THE NORDDEUTSCHER LLOYD,
Captain H. Blecker, due here with the outward German Mail about the 30th inst., will leave for the above places about 24 hours after arrival.

NORDDEUTSCHER LLOYD.
For further Particulars, apply to
MELCHERS & CO.,
Agents.

Hongkong, 28th October, 1901.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOCHOW.
THE Company's Steamship
"HAICHING,"
Captain Davis, will be despatched for the above ports TO-MORROW, the 31st inst., at DAYLIGHT.

For Freight or Passage, apply to
DOUGLAS LARRAIK & CO.,
General Managers.

Hongkong, 28th October, 1901.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW AND AMOY.
THE Company's Steamship
"HAICHING,"
Captain Bathurst, will be despatched for the above ports TO-MORROW, the 31st inst., at DAYLIGHT.

For Freight or Passage, apply to
DOUGLAS LARRAIK & CO.,
General Managers.

Hongkong, 28th October, 1901.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA.
THE Company's Steamship
"ARRATON APCAR,"
Captain E. Fay, will be despatched for the above ports on SATURDAY, the 2nd November, at 3 P.M.

For Freight or Passage, apply to
DAVID SASSOON, SONS & CO.,
Agents.

Hongkong, 29th October, 1901.

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

TRANS-PACIFIC SERVICE TO VICTORIA (B.C.), SEATTLE AND TACOMA.
THE Steamship
"OORACK,"
3,883 Tons, Commander J. Barber, is due here on 4th November, and will be quick despatch.

For Rates of Freight and Further Particulars, apply to
JARDINE, MATHESON & CO.,
Agents.

Hongkong, 28th October, 1901.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.
Calling at PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.

THE Steamship
"GUTHRIE,"
Captain McArthur, will be despatched for the above ports on THURSDAY, the 21st November, at NOON.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—Return Tickets issued by this Company to and from Australia are available for return by the steamers of the China Navigation Company and vice versa.

For Freight or Passage, apply to
GIBB, LIVINGSTON & CO.,
Agents.

Hongkong, 28th October, 1901.

VESSELS ON THE BERTH

U. S. MAIL LINES

PACIFIC MAIL S.S. CO. OCCIDENTAL & ORIENTAL S.S. CO.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE.

THE OVERLAND RAILWAYS AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

"PERU"	TUESDAY,	12th November, at Noon.
"COPTIC"	WEDNESDAY,	20th November, at Noon.
"CITY OF PEKING"	SATURDAY,	7th December, at Noon.
"GAELIC"	SATURDAY,	14th December, at Noon.
"CHINA"	TUESDAY,	31st December, at Noon.
"DORIC"	THURSDAY,	9th Jan., 1902, at Noon.

THE P. M. S.S. Co.'s Steamship "PERU" will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KUBE, INLAND SEA, YOKOHAMA and HONOLULU, on TUESDAY, the 12th November, at Noon, taking Freight for Japan, the United States and Europe.

Steamers of these lines pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail route from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER, and RIO GRANDE and other direct lines.

Particulars of the various routes can be had on application.

Special Rates (first class only) to European Ports, are granted to Missionaries, members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service officials located in Asia, and to European officials in the service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS, Special rates (first class only) are granted to and apply only to Missionaries, members of the Naval and Military Services, and to Consular and Diplomatic officials of Governments of China and Japan.

RETURN PASSAGE.—Passengers who do not hold round-trip tickets but who have paid full first-class fare from ports of call in the Orient to the United States, Canada or Europe, and re-embark at San Francisco or Honolulu for the return voyage at any time within twelve months, will be allowed a reduction of ten per cent. from fare, San Francisco or Honolulu, to original port of embarkation.

Passengers who do not hold round-trip tickets but who have paid full-class fare from the United States, Canada or Europe, to a port of call in Japan or China and re-embark at such port of call for return voyage at any time within twelve months, will be allowed a reduction of ten per cent. from fare to San Francisco or Honolulu.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany each shipment of Cargo or Parcel (valued at \$100 gold or over) destined to points beyond San Francisco in the United States, should be sent to the Companies' Office, addressed to the Collector of Customs, San Francisco.

Merchant's Invoice will be sufficient for Cargo or Parcel (each shipment) when the value is less than \$100 U.S. gold.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

Hongkong, 19th October, 1901.

FOR NEW YORK.

THE 3/4 A II American Ship
"MANUEL LLAGUNA"
will load during October, sailing about 25th October.

For Freight, apply to
SHEWAN, TOMES & CO.,
Hongkong, 11th July, 1901.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS, FLY MOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL AND AMERICAN PORTS.

THE Steamship
"COROMANDEL,"
Captain F. W. Vibert, R.N.R., carrying His Majesty's Mails, will be despatched from this port on SATURDAY, the 9th November, at NOON, taking passengers and cargo for the above ports.

Silk and Valuables, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed via Bombay with transhipment.

Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further particulars, apply to
H. A. RITCHIE,
Superintendent.

Hongkong, 28th October, 1901.

REGULAR STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUEZ CANAL.
PROPOSED SAILINGS FROM HONGKONG.
"RICHMOND CASTLE," On 15th November.

"KURDISTAN" ... On 30th November.

"LENNOX" ... On 15th December.

"ORONSAY" ... On 31st December.

"HILLGLEN" ...

"LOWTHER CASTLE" ...

For Freight and further information, apply to
DODWELL & CO., LTD.,
Agents.

Hongkong, 26th October, 1901.

NATAL LINE OF STEAMERS.

THE Undersigned GENERAL AGENTS in CHINA and JAPAN for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA, in connection with INDO-CHINA STEAM NAVIGATION Co.'s fortnightly service hence to CALCUTTA. Sailings from CALCUTTA for CAPE PORTS every fortnight.

For Freight and further particulars, apply to
DODWELL & CO., LIMITED,
General Agents for China and Japan.

Hongkong, 4th August, 1897.

VESSELS ON THE BERTH

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR TAMSUI VIA SWATOW AND AMOY.

THE Company's Steamship
"DAIGI MARU,"
Captain K. Sobajima, will be despatched for the above ports on SUNDAY, the 3rd November.

For Freight or Passage, apply to
THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 28th October, 1901.



AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR SINGAPORE, PENANG, COLOMBO, BOMBAY, KARACHI, ADEN, SUEZ, PORT SAID, FUME AND TRIESTE.

(Taking Cargo at through rates to the BRAZIL, SOUTH AFRICA, PERSIAN GULF, RED SEA, BLACK SEA, LEVANT, VENICE and ADELIATIC Ports.)

THE Company's Steamship
"MARQUIS BACQUEHEM,"
Captain Billefer, will be despatched as above on TUESDAY, the 19th of November, P.M.

The steamer has capital accommodation for Passengers. Electric light. A Doctor is carried. For information as to Passage and Freight, apply to

SANDER, WIELER & CO.,
Agents.

Hongkong, 28th October, 1901.

HONGKONG STEAMERS.

Apenrade, German str., 611, Lorenzen, Oct. 29.

Arratoon Apar, British str., 2,879, Fey, Oct. 27.

Bonarig, British str., 1,453, Krobbe, Oct. 29.

Gibb, Livingston & Co. Calcutta, British str., 4,278, Bartlett, Oct. 28.

Chas. Rogier, Brit. str., 1,292, Smith, Sept. 8.

Chovfa, German str., 1,055, Musing, Oct. 29.

Melchers & Co. Decima, German str., 794, Schlaikier, Oct. 22.

Siemens & Co. Deuteros, German str., 1,001, Frahm, Oct. 29.

Siemens & Co. Diamant, British str., 1,235, Rattonbury, Oct. 26.

Shewan, Tomes & Co. Dordogne, French str., 3,723, Vedione, Oct. 18.

Messageries Maritimes. Elcano, American str., 510, Altonaze, Sept. 3.

Brandao & Co. Elsa, German str., 1,702, Schonwandt, Oct. 25.

Jensen & Co. Fausang, British str., 1,410, Mitchell, Oct. 24.

Jardine, Matheson & Co. Haiching, British str., 1,276, Davis, Oct. 28.

Douglas Larraik & Co. Hailan, French str., 377, Andersen, Oct. 27.

A. R. Marty. Hailong, British str., 783, Bathurst, Oct. 29.

Douglas Larraik & Co. Hermann Monzell, Ger. str., 1,647, Schmitt, Oct. 27.

Chinese. Hikosan Maru, Jap. str., 2,302, Hallstrom, Oct. 23.

Mitsui Bussan Kaisha. Himsang, British str., 1,535, Lake, Oct. 22.

Jardine, Matheson & Co. Hongkong, French str., 862, Pannier, Oct. 28.

A. R. Marty. Hue, French steamer, 704, Godinau, Oct. 29.

A. R. Marty. Kurdistana, British str., 1,929, Todd, Oct. 24.

Dodwell & Co., Limited. Lepros, British str., 2,361, Williamson, Oct. 28.

Dodwell & Co., Limited. Loosok, German str., 1,020, Fuchs, Oct. 26.

Butterfield & Swire. Lucia, Austrian steamer, 1,508, Zar, Oct. 27.

Chinese. Maideuru Maru, Japanese str., 667, Saitan, Oct. 27.

Mitsui Bussan Kaisha. Nippon Maru, Jap. str., 3,137, Greens, Oct. 25.

Tovo Kisen Kaisha. Nuen Tung, German str., 1,241, Schoenberg, Oct. 29.

Melchers & Co. Pax, Belgian steamer, 1,207, Damster, Oct. 23.

Melchers & Co. Piccola, German str., 825, Garnitka, Oct. 27.

Chinese. Sachsen, German str., 5,026, Francke, Oct. 29.

Melchers & Co. Saladaji, Dutch str., 1,235, Zwart, Oct. 17.

Mayor & Co. Shansi, British str., 1,240, Carnaghan, Oct. 28.

Butterfield & Swire. Skerryvore, British str., 2,199, Appleton, Oct. 28.

Butterfield & Swire. Strathgyle, British str., 3,234, Gordon, Oct. 25.

Dodwell & Co., Ltd. Taquona, British str., 2,811, Dixon, Oct. 21.

Dodwell & Co., Limited. Taichong, German str., 828, Ahrens, Oct. 29.

Melchers & Co. Taisan, British str., 1,122, Stowell, Oct. 25.

Bradley & Co. Takasung, British str., 977, Baker, Oct. 24.

Jardine, Matheson & Co. Tartar, British str., 2,768, Bieham, Oct. 22.

C. P. R. Co. Tordenskjold, Norw. str., 736, Hansen, Oct. 25.

Sander, Wiler & Co. Teinan, British str., 1,460, Anderson, Oct. 15.

Butterfield & Swire. Wonsok, German str., 1,108, Hartling, Oct. 24.

Butterfield & Swire. Yuensang, British str., 1,128, Rolfo, Oct. 28.

Jardine, Matheson & Co.

SAILING VESSELS.

Celeste Durrill, British ship, 1,764, Jeffry, May 29, Order.

Geo. T. Hay, British ship, 1,647, Spies, Oct. 20.

Arnhold, Korberg & Co. Geo. Valentine, French bk., 766, Harbert, Aug. 23, Order.

Heles A. Wyman, Amr. ship, 1,664, Vanhook, Sept. 10.

Arnhold, Korberg & Co. H. J. Albrecht, German schr., 701, Anderson, Oct. 10.

Master. Lannburg, Brit. bark, 1,215, McDougall, Aug. 14, Master.

Mannell Llaguna, Amr. ship, 1,650, Nichols, June 30.

Standard Oil Co. Sea Witch, Amr. ship, 1,172, Howes, Feb. 21, Master.

State of Maine, Amr. ship, 1,467, Colcord, Sept. 8.

Standard Oil Co. W. H. Conner, Amr. ship, 1,525, Colcord, Sept. 26.

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